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Local and General.

Births.

On the June 30, at Oldenburg, Germany, the wife of E. ROHSTADT, I. M. Customs, of a daughter.

On the July 26, at "Taikoo," Tientsin, the wife of G. T. EDKINS, of a son.

MARRIAGES.

STEWART: AGNEW.—On the 4th July, at Rougham Parish Church, near Bury St. Edmunds, by the Rev. B. S. Fryer, HUNTON ARTHUR, second son of Hinton D. Stewart, Esq., of 21, Courtfield-road, London, S.W., and Sirathgarry, Blair Atholl, N.B., to DOROTHY, daughter of George W. Agnew, Esq., M.P., of Rougham Hall, Bury St. Edmunds.

On the 25th July, 1905, at Bombay, Lieut. HENRY MORLAND, Royal Indian Marine, only son of the late Capt. Sir Henry Morland, Indian Navy, to LILIAN, only daughter of W. J. Crighton, Esq., of Whalley Range, Manchester.

DEATHS.

On the July 28, at Ardach, Kuling, ALICE, third daughter of the late James Johnston, Banker, Dumfries, Scotland.

On the 3rd instant, at the Shanghai General Hospital, LEONILDA, wife of Mr. A. Hahn, of Hongkong.

Died at the Peak Hospital, on the 10th Aug., 1906, SAUL ABDULLA JOSEPH, aged 56, deeply regretted.

Shanghai and Indian papers please copy.

THE TRAM-WRECKERS.

Much satisfaction will be felt by a large number of residents in Hongkong, and especially by that large section of the community which makes use of the tram-cars, when it is learned that one of the gang responsible for the numerous attempts made recently to derail the cars has been caught red-handed at his nefarious and rascally work.

We now discover that at least one of the perpetrators of these outrages is a youth of 14 years, and a sampan boy at that. When case after case was reported of iron bolts being found wedged into the rails we naturally thought that some class, whose income was affected by the running of the cars, had decided to revenge themselves by inspiring travellers with terror lest they be injured or killed as the result of the tram-wreckers' efforts. But what object can a sampan "man" hope to attain by wrecking the cars? The deed savours of lunacy more than anything else. One would not be surprised to find that the person who was accused to-day before the Magistrate at the Police Court is not quite right in his mind; that he is, in fact, a monomaniac. No sane individual would go on

for careless residents to allow foul matter to accumulate on their premises, and people would have the guarantee that the city was made sweet and clean every morning.

The experiment, we remarked, would be watched with much interest in Hongkong, because the question of the removal of night soil is of as much importance in this Colony as in the south. Obviously, it is extremely desirable that the authorities should control the cleansing of the city and the disposal of the night-soil instead of leaving such matters in the hands of private individuals. In highly civilised centres the municipality might safely trust to the sense of the people to see that the household refuse was periodically removed, but where there is a large shifting population whose sense of the value of cleanliness is not too highly developed and who are inclined to risk the danger of disease rather than expend a trifle in securing the service of night-soil coolies, it is the duty of the city authorities to undertake the work by the creation of a special department, such as exists in every city of any size or pretension in western countries.

The experiment proposed in Singapore was therefore of more than passing interest, and if there were any who failed to appreciate the scheme, they were content to await the result of the experiment before declaring their objections to it. But the proposal has been killed before it has been acted upon, and that by no less a person than Professor Simpson, the sanitary expert who is to reform the health conditions of Singapore. Professor Simpson wrote to the Colonial Secretary remarking

that he had ascertained from careful inspection of houses in Singapore that night-soil is removed daily from houses in the more crowded and central districts of the town and that removal is effected at a cost of from 25 cts. to 50 cts. a month, whilst at a number of factories where there are a large number of latrines the charge is 70 cts. The cost of collection on alternate days was estimated at \$20,000 per annum independent of the cost of disposal at sea, and this was to be for one of the smallest sanitary districts covering a few acres which, when compared with the portions of the town which would have to be ultimately served, is not a twentieth part. In his opinion if it were not too late the scheme should be postponed and the existing system continued under strict supervision until it was decided what system should be adopted for the whole town. The President of the Singapore Municipality explained to the Commissioners, who looked as if they felt inclined to disregard Professor Simpson's advice, that the letter from Government was practically a "command to stop" the continuance of the scheme. He personally regretted receiving the letter as it meant putting the hands of the clock back three years or so and going on with the old method of disposing of night-soil. The Singapore Free Press remarked sarcastically that "It is a compliment to call the present private collection system, paid for privately, arranged privately with irresponsible Chinese coolies, at whose mercy the whole town might be placed, in case of a strike, disposed at haphazard, and only kept from being extremely offensive by police regulations. The layman can as easily criticise the system as Professor Simpson can destructively criticise the attempt at a system devised by the city Engineer. What the community wants, however, is constructive criticism. If the pail system will not answer, is the Professor prepared to recommend a system of water closets and underground drainage, with a sewage outfall at a distance from the town? Will he recommend the sewage to the soil, or to the sea?" It is indeed unfortunate that the scheme should have been blighted in the bud, and it is hardly conceivable how a sanitary authority should condemn any attempt to improve the conditions of the city. It may be that the *amour propre* of the great health expert was wounded by the suggestion, that the Municipal Commissioners could have sanitary ideas which had not been submitted to the inspection of his highness. At all events he has given the scheme a set back. Whether he will devise anything more satisfactory remains to be seen. Now that we in Hongkong are deprived of the lesson which would have been furnished by Singapore there is no reason why the idea should not be taken up by our sanitary authorities, for we assume that the majority of people would support the Board if it seriously proposed to undertake the removal and disposal of the night-soil.

day after day laying traps for the tram-cars, the knowledge that the police were on his track would deter him from risking his liberty. In some countries the accused would have stood little chance of ever reaching the goal precincts after being caught laying obstructions on the car lines. He would have been lynched on the spot, and possibly there would have been few who would have pitied the victim although they might have deplored the act. But here we are law-abiding and imbued with a keen sense of the majesty of the law. The accused was taken before the magistrate, and what happened then? He was ordered to receive a whipping at the hands of his parents. Does anybody pretend to believe that the punishment fits the crime? The scamp had endangered the lives of half those living at West Point. He had done so not once or twice but repeatedly. If he had not been the actual culprit on each occasion it is safe to assume that he had a guilty knowledge of what was being done. True, he is only 14 years of age, but sampan people of 14 years have the wisdom of the serpent. They are reared in a rough school and have to fend for themselves from childhood; there is little they do not know. They have a full sense of their responsibility. A whipping to such people is like an extra breakfast in the morning. Supposing that the accused charged to-day is the member of a gang of hooligans banded together to damage the cars, is a whipping likely to give them a wholesome fear of the consequences of continuing their dastardly practices? Hardly. The Magistrate, we

learn, was unduly lenient and the young rogue may congratulate himself that he did not come up for sentence before a tribunal of tram-car patrons, for he would have rued the day that he commenced to obstruct the lines. However, there is some consolation in the fact that the police have managed to bring one offender to book. It may lead to the demoralisation of the gang, but we trust that no effort will be relaxed to discover any others who may be concerned in the attempt to derail the cars. Such projects against life and property must be stamped out so that people may travel by the cars in perfect safety. The next person accused of being implicated as a tram-wrecker will, we venture to hope, receive a lesson from the Magistrate which will last him through life and strike fear into the hearts of his companions in vice.

SUGAR REFINING INDUSTRY.

(7th August.)

The gloomy forecast, which the chairman of the China Sugar Refining Co., Ltd., had to hold out to the meeting of shareholders last March, had considerably damped the enthusiasm of a large number of investors in the stocks of what must be considered the leading industry of the Colony. The setting aside of eight hundred thousand dollars to provide for forward commitments in view of an adverse market, was a contingency such as none had expected but which had given cause for considerable alarm in the earlier months of the year. That the provision was called for the then outlook of the sugar market of the world justified the extreme step as a financial measure of precaution. According to expert statistics of the world's sugar supplies an enormously larger area had been placed under cultivation in the beet growing countries of Europe. The crop had been an inordinately bountiful one and the consequence was that with a large supply of beet at hand in Europe and the correspondingly lower prices ruling, the demand for cane sugar slackened and prices fell in consequence. The campaign for the year was not at the time finally determined. Spring results were awaited before it could be finally settled what would be the progress of the sugar-market in the Farther East. Fortunately for sugar merchants and refiners, contrary to all expectations, the result of the later crops fell short of anticipations while the growing demand for the commodity continued unabated. Following the laws of supply and demand the downward course in the price of raw cane was promptly arrested, and a reaction gradually set in which has since steadily sent up prices far above the average ruling for some time and allowing, in fact, for a fair margin of profit to merchants and dealers who, in averaging their purchases between the two extreme rates that had obtained, found themselves in the comfortable position of gainers by their timely and, as it proved to be, successful operations. Indeed, if our information does not err, at one time it paid Hongkong to export the raw cane sugar to European markets even without passing the product through the mills. Now that the refined article commands a favourable price in Eastern markets it goes without saying that the wonted activity at the East Point and Quarry Bay refineries has been resumed. Japan at no remote past was also considered a determining factor in the prosperity of the great industry of our island. It will have to be reckoned with in the future; but the reverses of one of its leading refineries give courage to the locally managed concerns. The result of the half-year for the Japan Sugar Refining Company of Osaka has been most unsatisfactory, showing a deficit of over ¥180,000. The unfavourable sugar market is responsible, so it is said, for the loss. It has been decided that the special reserve, amounting to ¥250,000, shall be drawn upon to make good the deficit and to pay a dividend at the rate of 8 per cent. The total amount of losses on the working for the half-year just ended has been ¥201,342. At the half-yearly general meeting of the Osaka company, the most heated debate ensued on the report. Mr. Morishita, a shareholder, opened the proceedings with a

motion to appoint a committee to investigate the report and accounts. The speaker thought it strange that the company, which for many years had earned such large profits, should have lost so heavily in six months. The motion was followed by an unaltered debate, and finally the Chairman suggested that the meeting be adjourned a fortnight, and in the meantime that the accounts be carefully examined by shareholders before approval. This suggestion was adopted. It has been stated that Japanese competition in the sugar trade must be reckoned with in the same way as in other branches of commerce. To appreciate the determination our allies intend to exercise in order not to be left behind in the race for commercial supremacy, we need only cite the fact that the Daiichi Sugar Refining Company has decided to increase the capital by ¥1,000,000, as also has the Osaka Refining Company. It is reported that the Osaka company is to establish a branch in Formosa. A refining company is being floated in Yokohama with a capital of ¥2,500,000, and the shares are now on the market. A proposal is on foot among capitalists of Osaka and Tokio to establish a refinery in Formosa with a capital of ¥1,000,000, and another company will probably be formed in Nagoya. It is probable that greater Japanese competition will have to be faced in the future than in the past, but we have confidence enough in the administrative abilities of the local companies to express the conviction that, given a fair field and no favour, Hongkong can hold its own against any competitor.

SINGAPORE FINANCES.

(8th August.)

Recently we dealt at some length with the subject of the finances of the sister colony of Singapore in view of the number of gigantic schemes projected for the Southern colony involving millions of pounds sterling. It was amply demonstrated that, unless some very unexpected new source of revenue is discovered, it will be practically impossible for the Straits Government with the present, or even immediately prospective source of revenue, to meet the obligations which the various schemes of harbour and dock improvements must certainly impose upon the taxpayers in the colony. A large gathering of about three hundred representative business and professional men met at Singapore the other day to consider the financial condition of the Colony, especially in view of the Tanjong Pagar Award. Mr. Buckley moved: "That in view of the altered financial position of the Colony caused by the Tanjong Pagar Arbitration Award and of the urgent need for improvements and developments at those Docks and Wharves in order to meet the requirements of the trade of the Port, and of the expenditure required for other works more important and more urgent than the proposed work of constructing an inner harbour in the Roadstead at Singapore, it is imperatively necessary in the best interests of the Colony that that work should not be proceeded with." Speaking on the motion he said that it seemed a pity that Singapore should begin after 87 years of great prosperity to run into debt. The Colony never cost England or the old East India Trading Company a single cent. There must come a time in every place when the tide of revenue cannot rise any higher. It seemed in Singapore to be on the turn. Trade is not prospering. The conditions are changing. Trade once diverted is seldom recovered. When the speaker first came to Singapore, forty-two years ago, there was a large number of huge Chinese junks and other native vessels in the harbour. Many of these came from far-off places. That trade has left that place on account of the extended steamer traffic. Singapore has always been an emporium of trade, but its customers will not do their business here if they can do it at their own doors. Unnecessary debt is the thin end of a wedge which may seriously threaten the prosperity of the Colony. The speaker dwelt upon the danger to the revenue of the Colony through the peril in which the Opium Farm appeared to stand. Following the last speaker Mr. Graham favoured the resolution. Before the expropriation of Tanjong Pagar, he said, the Colony had a revenue of between ten and eleven millions and an expenditure of practically the same amount. Government expected, before the award was announced, that the revenue derived from the Docks would pay the interest, and supply the sinking fund, on the debt contracted by the expropriation. The position then was quite reasonable, but when the award was issued the situation was altered. Tanjong Pagar cannot possibly meet the charges which will result from the expropriation and the additional works required, and the balance will have to be taken from the general revenue. If the trade of the Colony was increasing and the Colony rolling in wealth, it would be possible to face the situation with equanimity, but such was not the case. From no source could the Colony look for an increase of revenue. In some cases there might be reductions. Tanjong Pagar could not bear increased charges. They would only drive away trade. Not being able to increase the revenue, the question was whether expenditure could not be reduced. There would not be savings under this head to be relied upon to meet deficits. Pursuing further the line of argument of the previous speakers, the Government were described by the Hon. Mr. W. H. Sheppard as the stewards of the public purse. Since the business men of the Colony were those who had to pay the piper, they should be permitted to call the tune. He stated that when the expropriation scheme was being discussed in the Legislative Council the

Governor had stated that if the price paid for Tanjong Pagar should prove exorbitant the Colony might have to wait before carrying out other improvements and would have to look out for new sources of revenue. That was the situation now upon them. Who is going to make good the interest on this loan now to be raised? It must fall upon the revenues of the Colony. To preserve the trade of the Colony the development of Tanjong Pagar and the improvement of the Singapore river are necessary. After another speaker had described the present as a crisis in the history of Singapore, the original resolution was put to the meeting and carried with but two dissenting votes. It was also agreed that the Committee of the Singapore branch of the Straits Settlements Association be requested to convey to his Excellency the Governor the terms of the motion carried at that meeting. It is hardly conceivable that the Straits Government will stultify itself to the extent of withdrawing from the ambitious schemes into which it had committed the Colony. That they are projects of enormous magnitude none can deny, but that it should be difficult, if not impossible, for Singapore to raise out of its ordinary revenue the sums required for interest and sinking fund, it is equally certain.

THE OPIUM REVENUE.

(9th August.)

The prospects of the revenue of the Colony under the head of Opium Farm being maintained at present figures, when the new grant is allotted, have already been stated to be anything but reassuring. Indeed, it may be expected that, from a number of causes, the Colony cannot hope to be offered anything except a notable reduction in the price for the exclusive privilege of dealing in opium within the Colony and its dependencies, for the next triennial term. The prices obtained for the various farms in the Straits Settlements have, in the past, furnished an indication of what Hongkong might be led to expect for the same monopoly during a like currency of the licence here. The tenders for the triennial period of the Opium and Liquors Farms in the Straits, commencing January 1, 1907, were opened at the Colonial Secretariat at Singapore on the 2nd inst. From the Singapore Free Press it is learnt that three tenders were received by Government, for the Singapore Opium and Spirit Farms, viz.,

Chop Sin Chin Ho Bee (present Farm Singapore) \$295,000

Mr. Chea Chen Eok 245,000

Mr. Chea Chew Ewe 235,000

The present tender is \$365,000, being a decrease of \$70,000 per month. The offers are for the combined farms, however. Simply for the opium licence the amount tendered is \$240,000 and for the Spirits, \$50,000. The revenue in the Singapore Estimates for the current year works out to give the following:—

	Present Licence.	Future.	Diminution per annum.
Singapore Opium	240,000	240,000	—
Singapore Spirits	50,000	50,000	—
Malacca Opium	70,000	70,000	—
Malacca Spirits	5,000	5,000	—

The reduction is an appreciable one. Singapore will have to do without \$1,572,000, annually, in the next three years' revenue. Malacca shows an advance of \$48,000 per annum, but Singapore and Penang together mark an annual decrease of \$1,620,000; result, \$1,572,000 less than hitherto. The proportion in the fall for Singapore alone represents 15.79 per cent. in the principal source of revenue. Applying the same ratio of reduction to Hongkong the Colony might be prepared to be offered, in round figures, \$143,000 against the \$170,000 now paid by the Farmers. The monthly difference to the Colonial revenue should then be one of \$27,000, equal to \$324,000 per annum. It may be premature to discuss the probable loss, to the Colony by a diminished Opium licence fee; but judging from the results attained in Singapore we should be in a position to arrive at the approximate figure likely to be fetched on the 31st inst. for the Opium Monopoly when tenders fall due on that date.

COMMERCIAL PARASITES.

It is not often that the Far Eastern commercial community have to call to question the probity of a section of the elements constituting the mercantile class—whether in the character of principals or agents—in China. The honesty and integrity of the business population are well-known characteristics of the traders in the gorgeous East, and when any disturbing factor arises to threaten the good name enjoyed by the exponents of the commercial interests in these parts, it always merits notice and consideration. As a body the representatives of the Hongkong stock exchange are gentlemen who have deservedly won high esteem and credit with investors and speculators in Hongkong. Unfortunately, the same cannot be said of Shanghai wherewith Hongkong maintains a community of interest by virtue of its daily, not to say almost hourly, transactions carried on between the two places. Reviewing the week's share business on the 2nd inst., Messrs. A. Sullivan & Co. thus comment on the birth of a set of commercial parasites whose existence it would be detrimental to tolerate and whose extinction it should be the duty and endeavour of honest investors and operators to secure. "The Shanghai firm of brokers observe:—'Unfortunately, for our market's stability, there is an ugly element springing up in our midst which threatens disaster unless checked—that of the jobbing broker, who openly jobs in 'futures' only and by whose manipulations on paper the intrinsic values of

sound stocks are dangerously affected, whilst it is through his practices that such big differences occur on the market days. At home, the broker and jobber are distinct and in separate classes, each having his own department on the Stock Exchange; but out here there are brokers who act in a dual capacity and the mix-up is dangerous to the stability of any sound concern whose stock is mercilessly attacked.'

H.E. MAJ. GEN. VILLIERS HATTON.

The many friends in the Colony of H.E. Major-General Villiers Hatton and the community in general will regret the departure of the General Officer Commanding the Troops in South China, who proceeds on leave to-morrow pending the accomplishment of his period of command. General Hatton has identified himself in all the social, sporting and public movements in the Colony ever since he took command of the South China Garrison, and gave to the public the benefit of his advice and experience in the deliberations of the Executive Council of Government as well as at the Legislative Council. In the "Orders" issued to the General Staff this morning, Major-General Hatton's tenure of command is recorded as having been made a very pleasant experience by the assistance rendered him by the Staff, and by the support he has received from Commanding Officers of Departments and of Units, and from all ranks—a cheerful service in a most trying climate, which he wishes publicly to acknowledge. Two matters he looks upon with special pleasure: one that the important subject of mobilization for war has been mastered; the other that the conduct of the men has been very good. He wishes all a happy future and success in that noble profession in which they have elected to serve their King and Country. We have the assurance that His Excellency's good-wishes are heartily reciprocated, and echoing the sentiments of a section of the civil community we tender the gallant Officer Commanding the best wishes of the Colony for his long life and prosperity.

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

SHANGHAI AMENITIES.

VOLUNTEERS CALLED OUT.

OBJECTIONABLE MIXED COURT BUILDINGS DEMOLISHED.

[From Our Own Correspondent.]

Shanghai, 6th August, 2.20 p.m.

The Shanghai Municipal Council issued an ultimatum to the authorities of the Mixed Court stating that unless certain new buildings which had been erected in the vicinity of the Court were immediately removed officials employed by the Council would be obliged to demolish the structures.

Fifty men of the emergency company of Volunteers were called out to support the ultimatum and enforce the Council's mandate.

This morning the objectionable buildings had disappeared.

The Volunteers returned to headquarters and were dismissed.

HUNGHTUTZE ACTIVITY.

SUPPRESSION PLANNED.

GENERAL OSHIMA'S INSTRUCTIONS.

[From Our Own Correspondent.]

Shanghai, 7th August, 12.10 p.m.

General Oshima has received instructions to take prompt measures to suppress the Hunghtutze activity at Liaotung.

JAPANESE SALVAGE OPERATIONS.

"MIKASA" RE-FLOATED.

[From Our Own Correspondent.]

Shanghai, 9th August, 2.20 p.m.

Admiral Togo's flagship *Mikasa* was successfully re-floated yesterday.

JAPANESE TRAMWAYS.

PROPOSED BOYCOTT.

[From Our Own Correspondent.]

Shanghai, 9th August, 2.20 p.m.

The Socialists propose to boycott the Japanese tramways.

The Hongkong Telegraph

MAIL SUPPLEMENT.

ISSUED GRATIS TO SUBSCRIBERS.

HONGKONG, SATURDAY, AUGUST 11, 1906.

A SANITARY EXPERIMENT.

(6th August.)

Some time ago we referred to a proposal which had been made by the Municipal Commissioners of Singapore to undertake the removal of night-soil and deposit it where it would prove least harmful to the community. With the object of finding out how the system was likely to work, it was suggested that an experiment should be carried out within a restricted area, and if found satisfactory the entire city would afterwards be included in the scheme. The idea seemed excellent as compared with the present system whereby each householder is responsible for the removal of his night-soil, and is compelled to make the best arrangements possible with the coolies who hire themselves out for that duty. Under municipal management, it would be impossible

JAPANESE NAVAL PROGRAMME.

IMPORTANT ADDITIONS CONTEMPLATED.

4 CRUISERS AND 2 BATTLESHIPS.

[From Our Own Correspondent.]

Shanghai, 10th August, 2.20 p.m.

Important additions to the Japanese Navy are contemplated.

A project is now before the Army and Navy Reorganisation Council whereby it is proposed to strengthen the Imperial Navy.

The additions proposed are: four fast cruisers of the *Asachi* type and two battleships of 8,000 tons each.

CHINA SUGAR'S TRADE MARKS.

LAWYER'S COSTS.

On the 31st ultimo, Mr. F. A. Hazell delivered judgment in favour of the China Sugar Refining Co., Ltd., in the action brought against the managing partner of the Fung Fat Long firm of No. 375, Des Voeux Road, Canton, for applying a false trade-mark to certain bags of sugar, which resembled that of the complainant's. It will be remembered that the defendant firm was fined \$100, and costs were entered against them. Mr. H. W. Looker, of Messrs. Deacon, Looker and Deacon, who prosecuted, said the costs would amount to \$500. Mr. R. A. Harding, the defendant's lawyer, requested the Court to tax the costs.

His Worship directed the lawyer for the complainant firm to serve Mr. Harding with his bill and should the latter gentleman fail to meet the bill, both parties were to attend Court on a later date when his Worship would fix the costs.

That the defendant firm consider the costs far too high, and that they had no intention of meeting the bill, was also pointed out by Mr. Harding, who said that the bill was delivered, was evidenced, when the bill was presented before Mr. F. A. Hazell, and that he had no intention of meeting the bill.

The bill of costs received by the defendant firm, we understand, amounted to \$67.30.

The hearing, which was held in camera, was argued at some length by the lawyers, after which the Court fixed costs at \$17.60.

CLAIM FOR INTEREST.

A SICK DEFENDANT.

In Summary Jurisdiction this morning, His Honour Mr. A. G. Wise, P. M. C., presiding, Mr. Lam Yuet Au, Kung Sing, an aged and apparently infirm Chinaman, wearing a long grey beard, for recovery of the sum of \$137.50, being nine months' interest due on a mortgage of certain property for \$2,500, which sum was advanced to defendant by plaintiff. Plaintiff stated that the interest had been paid regularly up to October of last year, when payments ceased, and though he repeatedly applied to defendant for payment he was repeatedly put off, upon various pretexts. He produced the deed of mortgage, and the mortgage was shown to him, when he acknowledged his signature thereto, and then said, in a quivering voice, "I owe the money, and if I don't pay he is at liberty to sell the property—why does he not do so?"

His Honour: Quite so; he has that right; but in this case he does not want to do so. He evidently prefers to sue for his interest. He can, if he likes, foreclose, he has every right.

Defendant: Then will your Lordship ask the plaintiff to be very lenient with me? I am an old man, and have been very sick for a long time, and the interest is a burden altogether too heavy for me—ask him to be very lenient.

His Honour: You know what the interest was when you signed the mortgage, and am very sorry for you, but there must be judgment with costs for the plaintiff.

Defendant (pathetically): May I not pay by instalments, my Lord?

His Honour: You must arrange that with the plaintiff. You had better ask him.

Plaintiff: I am not willing to accept instalments. I want my money in full at once.

SALES BY AUCTION.

GOODS UNPAID FOR.

At the Supreme Court this morning, in Summary Jurisdiction, His Honour Mr. A. G. Wise, P. M. C., presiding, Messrs. Hughes and Hough, auctioneers, sued P. Costa for the recovery of the sum of \$449.75 due for goods sold at auction, and taken delivery of by the defendant from the plaintiffs' firm, made by Mr. Hughes, of the plaintiff firm, proved the debt, showing that the goods had been bought by defendant at auction on various dates since November last, and though repeated application had been made for payment of the amount due, no notice was taken of their application.

Defendant did not appear, and judgment was given for plaintiffs with costs.

CLAIM FOR GOODS SOLD.

AMAH OR MISTRESS?

Before His Honour Mr. A. G. Wise, P. M. C., Judge, presiding in the Summary Court, this morning, Li Ping, master of the Tung Wan piece-goods shop, sued Leung Kee for recovery of the sum of \$23.87 being the value of goods sold and delivered by the plaintiff to defendant. Plaintiff produced his books, in which were the entries of goods sold to Leung Kee, as mistress of a brothel. Defendant denied the debt, and stated that she was only the amah, not the mistress.

His Honour: Oh, yes, the same old story. When an action is brought the mistress becomes the amah for the time, and then when it is over the amah becomes the mistress again. Did you receive these goods?

Defendant: Yes, for the mistress.

His Honour: Judgment for plaintiff with costs.

ROBBERY ON A JUNK.

ONE MAN ARRESTED.

Wong Lin Tai, a fisherman, nineteen years of age, of fishing junk No. 16,504H, appeared this morning before Mr. F. A. Hazell, at the instance of Inspector Langley, at the Police Court, charged with committing robbery on board a junk near Cheng E Island, on the 6th instant. The junk (No. 2,785) which was alleged to have robbed was anchored off the shore at the time. It was reported that

not another rowed up to the stern of the boat, and a fight broke out between the occupants—two women—straight away. Then they searched the boat and stole a gold finger-ring and a pair of silver bar-rings, which they removed from the ears of one of the women. The women, who had just got over their scare, gave an alarm, and the robbers, who were in the boat, swam to their dingy, and got safely away. The following day, accused was caught.

The case was remanded.

HONGKONG MANUFACTURED RIFLES.

GUN SHOP MASTER, PROSECUTED.

Ip Sing, a dealer in arms, of No. 326, Queen's Road Central, was arrested last evening in his shop, by virtue of a warrant, issued out by Detective-sergeant Grant, and removed to the Central Police Station, where he was entered on the charge-sheet, and later released on bail to the sum of \$1,000 to ensure his presence at the Police Court on the following day.

This morning, Ip Sing appeared before Mr. F. A. Hazell, charged with submitting a false return to the Captain Superintendent of Police. The accused denied the charge.

The accused, who has been convicted before, for other offences, was alleged to have been selling good rifles and replacing them with bogus guns—that is to say, guns made on the premises, with a piece of metal piping for a barrel.

On hearing that defendant had engaged a solicitor to defend his case, his Worship adjourned the case until Tuesday next. Bail \$1,000.

ALLEGED THEFT OF A DIAMOND EARRING.

YOUTHFUL HOUSE-BOY CHARGED.

When fourteen-year-old Lam Pang, a house-boy, employed at 12, Chancery Lane, walked into a pawnbroker's shop at No. 72, Hollywood Road, yesterday, and threw a \$70 diamond earring on the counter, at the same time asking the pawnbroker what he would give for it, the man behind the counter became very suspicious. The pawnbroker called the youth into the shop, where he was severely questioned.

The youth, in answer to the questions, replied that he picked it up outside the door in the gutter, but the pawnbroker had his doubts, and asked Lam to take him to his master. The pawnbroker was taken to a house—whether it was the right one or not he could not say—but the youth's employer could not be found.

On the way back to the pawnshop he left the lad and the diamond earring in charge of the police. The lad was again questioned and he gave the address of another person, whom he said saw him "find" the earring. That person, who turned out to be a house-boy, employed at Castle Road, was sought after and subsequently also charged. The police went later to No. 12, Chancery Lane and found the boy's master, who recognised the earring as his property. He informed the police that he lost it some days ago, but could not say where, and he was certain that the youth charged did not know that he possessed such a gem.

The boy and the house-boy were charged before Mr. H. L. Gomers, this morning with being in unlawful possession of the earring and attempting to pawn the same. The first defendant's master gave evidence to the effect that he carried the earring in the breast pocket of his long-coat, and was of opinion that in getting out his key to open the street door of his house the earring must have dropped out, and later been picked up by his boy. His Worship was of the same opinion, and bound the accused over in the sum of \$100 each to be of good behaviour for three months.

CORRESPONDENCE.

[We do not necessarily endorse the opinions expressed by correspondents in this column.]

PO ICE SALARIES.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

Sir,—Whilst in the precincts of the Police Court yesterday I managed to overhear what I call a very queer case for complaint. There were several policemen conversing over the high rate of wages. It was stated by one man that when he came to Hongkong he received \$105 per month; now after three years' service he only received \$75 per month or \$10 less. They still had to pay the cost of the necessities of life, and that they found that their scanty supply of dollars was insufficient to meet their needs, and that a part of their next month's wages was mortgaged. I think that the pay of our police is a very poor one. Young men are enticed out from their homes on the offer of £100 a year; that sounds a lot. But when the men arrive here they find that the few dollars they get will not meet their requirements and do not wish to remain in the force as for example there are at the present time as many as forty men either resigned or applying for discharge, and the police are not getting the money they get is insufficient. There is a likelihood of one knowing when the dollar will fall. I should suggest that the Government of Hongkong could well spend a few hours in seeing into this little matter and in the near future pay the peace army of our Colony a substantial wage and make our police force second to none in the Far East.—Yours, etc.,

AN ADMIRER OF POLICE.

Hongkong, 7th August, 1906.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

Sir,—I have read with interest, in your issue of the 7th inst., the correspondence under the heading of "Police Salaries."

If the figures stated therein are correct, one cannot wonder at the poor state of the Police Force, and the consequent amount of crime that is committed in the Colony.

I endorse the sentiments of "Admirer of Police" that the guardians of the peace, whose duty it is to protect our property, especially whilst we sleep, should receive a little more consideration at the hands of the Government, in regard to their monthly salaries.—I am, etc.,

Hongkong, 9th August, 1906.

RIDER-MAIN SYSTEM CONDEMNED.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

Sir,—The rider-main system has caused a great deal of grievance among the people of the City of Victoria, and the complaints against it have, ever since its beginning, become one of the chief topics of the day among all the people, and it even leads to free fights amongst some of them, for they must have water, and so sometimes they are obliged to fight for it. Now, the least one may observe that in the district in which the system is about to be introduced, the construction of the changes of waterpipes in the houses there required for the connection with the system, preparatory to laying the new pipes, is being made by

the owners of the houses. The water supply is very irregular, and is often cut off even for some days without previous warning to the inhabitants, which causes them to suffer quite a water famine for the time that it is turned off. It is not turned off on purpose but the water authorities to make the people feel the hardship of the water famine, and then make them feel grateful for a scanty supply when the authorities graciously consent to let them have a little more, it must be cut off by some careless water coolies, who in the course of their work turn it off, and afterwards neglect to turn it on again. Think of the enormous amount of money house-owners have to spend on account of the rider-main system, and then think of the serious grievance under which they have to suffer by getting very little water after spending so much money. The introduction of this system must naturally repeat of his fault if he knows that for the people it proves a woe.

All the reservoirs are full enough, and why can't we be allowed at least a proper, if not a copious, supply of water every day?—Yours, etc.,

Hongkong, 9th August, 1906.

THE GOVERNOR ON HONGKONG.

TRADE AND INDUSTRIES IN 1905.

Sir Matthew Nathan's report accompanying the Blue Book for Hongkong for 1905 has been presented to both Houses of Parliament. Recapitulating the history of the Colony for the past year, the Governor makes his concluding general observations as follows:—

EFFECT OF THE WAR.

The war between Russia and Japan continued during the first half of the year to affect disadvantageously the trade of the Colony and to bring about incidents involving important questions of law. The position of one of the belligerent fleet from the middle of April to the middle of May within three days' steam of Hongkong necessitated stringent measures being taken to prevent any use of the port not in accordance with British neutrality laws, and in several instances the severity with which the despatch of any ship with reasonable cause to believe that the same would be employed on a friendly service of a foreign State at war with a friendly State had to be brought to the special notice of Shipping Agents. The departure northwards of that fleet relieved anxiety in the matter, but was followed by the capture, on the grounds of carrying contraband of war, of two British ships—*Oldhamia* in the *Hashe* Channel on May 18th, and the *St. Kilda* a few hours out of Hongkong on June 1st. The latter capture was the last incident of the naval operations which directly affected Hongkong, though it was not till nearly three months later that the armistice protocol was signed, on September 5th. The opportunity was taken of the first visit to the port after the conclusion of peace of a Russian war vessel—the *Amaz*—to inspect the two officers and 31 men of the Russian torpedo boat destroyer, *Burni*, who had arrived in the Colony from two officers and eight men, who had formed part of the same crew, had previously been sent to Europe on grounds of ill-health.

THE BRITISH FLEET.

The lessening of imperial expenditure in the Colony resulting from the withdrawal of all the battleships from the British fleet on the China Station and a reduction in the number of cruisers has necessarily been disadvantageous to its trade.

AMERICAN BOYCOTT.

This was more seriously affected by the organised attempt of the Chinese in the half of the year to boycott American goods as a protest against the admission of Chinese labourers from that country.

The attempt to extend the boycott to the Colony was not supported by the principal Chinese merchants here, but its strength in Canton adversely affected the business in American goods which passed through Hongkong, and further tended to the development of a foreign feeling and consequent unrest in that part of China with which Hongkong does most trade. Advantage was taken of the visit in September of the *U.S.S. Albatross*, a United States gunboat, to give that gentleman an opportunity of hearing the views of some of the leading Chinese of the Colony as to the Chinese objections to the provisions and administration of the exclusion law.

EXCHANGE FLUCTUATIONS.

Uncertainty of exchange is always a factor adverse to trade, and the year under review was not exceptional in this respect, the range of variation being slightly greater than in 1905. The year started with the dollar at 1s. 10d. (11.11) to 1s. 10d. at the end of November, and stood at 1s. 10d. at the end of the year, the highest value that had been attained since 1897.

Probably the most important factor in making the year a bad one for trade was the loss of confidence in Hongkong Chinese dealers, owing to the speculation of 1905, which led to the natural result of making it difficult for the dealers to get money with which to carry on their business in 1906. As regards imports, trade was particularly slack in fancy cottons and woollen goods and metals, while but a limited business was done in Manchester piece-goods. Yarns did fairly well, especially for importers. Australian flour entered into serious competition with American, of which the importation fell off largely. As regards exports, the value of the exports was affected by various causes, and in other articles, especially ginger and soy, compared unfavourably with that of preceding years.

LOCAL STOCKS.

In spite of indifferent trade, several local stocks stood higher at the end than at the commencement of the year. Hongkong and Shanghai Banking Corporation shares advanced \$150 a share an advance of \$50 in 1905. Local shipping companies retrograded. Marine insurance shares generally improved. Of the local land and building companies the shares of one operating in the Kowloon slightly appreciated, the others declined; and the decision of holders of marine loans on the Fast Praya not to undertake for the present the reclamation of the sea bed in front of their properties was probably a wise one. The dock companies did not do well, and the increase of dock accommodation in the Far East promised severe competition in the future. As regards other industrial undertakings, though there was no heavy loss, only in a few instances was there any advance on the value of shares at the end of the preceding year.

INDUSTRIES.

The maintenance of existing and the creation of new industrial undertakings, are becoming a matter of very great importance to the Colony, threatened as it is by serious competition from other places in some of its principal sources of wealth in the past. A satisfactory feature of the year was, therefore, the initiation of arrangements to start one such new enterprise in the New Territories; a flour mill on a large scale is in course of construction at a favourable site in Junk Bay, and is to be completed by the end of the year. Serious attempts are being made to develop the rearing of pigs on the refuse material. Serious attempts are also, put in hand during the year. If these prove the existence of minerals in quantities that will pay for their extraction, the future development of the Territories will be greatly assisted.

KOWLOON-CANTON RAILWAY.

Various projects that have been mooted for the construction of railways to ports on the mainland of South China have maintained and enhanced the desire of Hongkong to have as soon as possible a trunk line through that country with a terminus in the Colony.

On the 6th October, with the approval of His Majesty's Government and under sanction of an Imperial decree, the Government of Hongkong lent and the Viceroy of the Hu Kwang Provinces borrowed a sum of £1,000,000, repayable in ten annual instalments, for the purpose of raising the loan to repay the Crown Agents' advance, and at the same time to provide funds for the construction of the Canton-Kowloon railway, and to meet other railway needs that might arise, an Ordinance (No. 11 of 1905) was passed on the 16th October to empower the Governor to raise, as occasion required, loans not exceeding two million pounds in all. No loan was however raised before the end of the year.

Throughout the year attempts were being made in conjunction with His Majesty's Minister at Peking to get the Chinese authorities, and particularly the Viceroy of the Liang Kwang Provinces, to negotiate arrangements for the construction and subsequent working of the Chinese section of the proposed Canton-Kowloon railway on the basis of Loan and Joint Working Agreements which had been drafted in consultation with the Colonial Office in London. These attempts had not succeeded at the close of the year.

In the meantime, however, the Hongkong Government, with the approval of the Legislative Council, expressed at a meeting on the 21st September, decided that the British section of the line should be put in hand without waiting for the conclusion of the negotiations with regard to the Chinese section. By that date a preliminary survey and estimate of alternative routes had been completed by Mr. J. C. Bruce, an engineer, who had been sent from England for the purpose and had arrived in the Colony on the 16th June, and a route 21½ miles in length, which passed through the Kowloon hills by a low-level tunnel 2,450 yards long along the shore of Tide Cove, and a short shore line to the north of the tunnel, and a route to the Sham Chun River, near the Lo Fu ferry, had been selected as the most economical, both as regards construction and working expenses, and as best answering the requirements of a section of a trunk line through China.

Pending the completion of the final survey, it was decided to commence throwing up a bank as soon as the centre line was located along the part of the line, 7½ miles in length, which traverses the low-lying ground north of Tide Cove. The negotiations and clerical work involved in the resumption of the large number of small padd fields required before construction could be started, was expeditiously carried out by Mr. C. Clementi, the Assistant Land Officer, and the first sod was turned on December 9th. The decision to use labour supplied by the elders of the surrounding villages for the earthwork was found, as had been anticipated, to abate local difficulties, arising from removal of graves, "feng shui," prejudices, etc.

NEW TERRITORIES.

The introduction of the new rent roll to take the place of the rough one on which rents had previously been collected in the New Territories, and at the same time of the new scale of rents, produced several petitions from the village elders and some hesitancy to pay rents due. Regulations for the collection of rents in the New Territories made in December and re-enacted with slight modifications at the end of November, enabled these difficulties to be got over, and the payment of considerable sums for work on the railway bank, doubtless, assisted in getting in arrears shortly after the end of the year. Fears entertained at one time that the second crop of rice would suffer from want of rain were fortunately not realised, and the New Territories remained prosperous and on the whole quiet throughout the year.

PERSONAL.

In conclusion, I would refer to a few changes in personnel that took place in the Colony in 1905. The Right Reverend Bishop, Donatien Pizzoli, succeeded the late lamented Bishop Pizzoli as head of the Roman Catholic Church, and was consecrated on the 1st October. Commodore H. P. Williams took over the charge of the naval dockyard from Rear-Admiral C. G. Dicken on 29th September, 1905. Sir Paul Chater, K.C.M.G., resigned his appointment on the Legislative Council after 18 years, and was succeeded by Mr. H. Pollock, K.C., as representative of the ratepayers. In the Colonial Service Mr. (now Sir) Francis Pigott, formerly Procurator-General in Mauritius, arrived on the 23rd May to succeed Sir William Meigh Gomm as Chief Justice, and since August Mr. T. Sercombe Smith has ably acted in the appointment of Colonial Secretary, temporarily vacated by Mr. F. H. May, C.M.G., who proceeded on leave on that date.

THE CHONGCHUSHS.

REBELS ARMED WITH MACHINE-GUNS.

On Sunday morning, reports the *Japan Chronicle* of 2nd inst., several hundreds of Chongchushs appeared at Machau, about six miles from Port Adam, and attacked the police station. A company of troops, which had left the train at Port Adams, arrived at Machau just at the moment the attack was made, and immediately engaged the rebels in this action a serious battle was fought, the Chongchushs were killed, and 20 men either killed or wounded. The bandits also suffered losses, the particulars of which are unknown. It is reported that they are armed with machine-guns.

A large police force has left Port Arthur for the reinforcement of the police in about Port Adams, and on the 31st ultimo troops were dispatched from Tairen. Machine-guns will be used in future in the operations against the Chongchushs. The whole district under the jurisdiction of the Kincow Administration Office is in a state of alarm.

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WATER RETURN.

Level and Storage of Water in Reservoirs on the 1st August.

	1905.	1906.
Tytam...	4' 5" below overflow	11' 0" below overflow
Byewash...	23' 4" below overflow	19' 2" below overflow
Pokfulum...	0' 0" level	0' 1" below overflow
Wong-nei-chong...	31' 5" below overflow	14' 6" below overflow

STORAGE GALLONS.

	1905.	1906.
Tytam...	347,660,000	297,400,000
Byewash...	1,335,000	3,178,000
Pokfulum...	66,000,000	65,730,000
Wong-nei-chong...	3,408,000	14,202,000
Total...	418,404,000	380,510,000

Consumption of Water in the City of Victoria and Hill District during the month of July.

	1905.	1906.
Consumption...	15,150,000	12,335,000 gallons
Estimated population...	229,300	234,100
Consumption per head per day...	22.7	16.8 gallons

Universal constant supply during the whole of July, 1905. Rider Mains in operation during the whole of July, 1906 in the Central and Western Districts.

Consumption of Water in Kowloon Peninsula during the month of July.

	1905.	1906.
Consumption...	18,574,000	15,215,000 gallons
Estimated population...	74,450	88,150
Consumption per head per day...	8.0	6.1 gallons

The Government Analyst reports that the water is of excellent quality.

W. CHATHAM, Water Authority.

CANTON NOTES.

[From Our Own Correspondent.]

Canton, 7th August.

Cheung-Chak-Sheun, a student of the Industrial College, residing in China, 301, Ho Street, of the new city of Canton, suddenly disappeared on the 6th ult. His father offered a substantial reward to anyone who would bring him any tidings of his son, but to no purpose. Yesterday one of his old servants, Li Sit-Sang, went to the Shing Wong Temple to worship the gods, and on leaving the temple he caught sight of his young master, sitting in a room formed the constable on duty, and requested him to release the young man. They captured the kidnapper named Wong A Wah, and brought him to the police station for punishment. The police sent for the priest of the temple and, having carefully examined him, ascertained that prisoner was the kidnapper; he was duly punished. The servant returned home, accompanied by his young master, to the great joy of the people of the house.

HIGH SCHOOL FOR LADIES.

A number of Chinese ladies propose to establish at Kam Lung Street, in the western suburb of Canton, a high school for lady teachers. The school is to be named the Yuk Kwan Lady Teachers' School. The rules and regulations of this school have not yet been made known to the public.

A CRUEL BANNERMAN.

A coolie named Ah Choi happened to be passing along the street at Hing Nam Fong, near the city, west of Canton yesterday. Accidentally he pushed a bannerman aside on the street, whereupon the latter struck the coolie on the head with a carrying pole and wounded him, blood streaming from the wound. A policeman witnessed the assault and took both men up to the police station. It is not known whether the coolie succumbed to his injuries, but it is hoped the offender will be adequately punished for the cruel assault.

Canton, 8th August.

THE "BOXER" INDEMNITY.

RUN FOR THE SAILOR.

WHERE THE SCRIBER TRIPS.

To landmen, unable to distinguish error, it perhaps matters little, but to the seafarer, either retired or active, the shipping columns of almost all newspapers are a source of un-failing mirth, tempered with the scorn of the expert. Except where a professional happens to be employed, it almost invariably happens that the puzzled reporter, "falls in" to a more or less dreadful extent. Nor, of course, could anything else be expected of the average layman for whose feeble eye such an abundance of pitfalls in every direction. Barring, perhaps, a very few American newspapers and those which make a specialty of shipping news, the daily Press of the world may, in this respect, be said to be tarred with the same brush, says the *Evening News*. Quite recently a great and famous London journal announced that a vessel had been towed into Falmouth with the loss of everything aloft but her "three main-masts." Another English contemporary, describing a wreck for this particular column, tells its readers that, "close-reefed, without a stitch of canvas, the doomed ship was swept towards the dreaded lee shore." This last extract is, however, rather too glaring an example to be taken as a fair illustration of what all who live in the glass house of shipping reports and maritime news generally can achieve when their evil genius incites them to attempt a higher flight than usual. And actually there is little harm done when the young man from "the office," after his hurried interview with the skipper of the "lame duck," writes next morning that "her fore and main shrouds were torn to ribbons by the fury of the gale; great seas coming over the bows, bow sweep the poop deck and foremast-royal, with yards and gear attached, snapped off like a carrot, and fell crashing to the quarter-deck." Nevertheless, it is perhaps just as advisable to avoid being laughed at, if only by an inconsiderable and unimportant portion of the community. And this can only be done by steering carefully clear of all the technicalities that lie in wait for the unwary. If a vessel has lost some spar or sail, it might be as well to simply say so. The moment an endeavour is made to particularise, it is so hideously easy to go wrong and mix things up among a ship's gear and furniture; to confound a foremast stay with a fore stay-sail, a main upper topsail with a gaff topsail, and so forth, *ad infinitum*. Still, there seems to be the majority of those whose duty it is to chronicle the common incidents of maritime life, to use terms and phrases of whose significance they are only partially seized. And this curious desire to claim acquaintance with what must, except to those who have been through the mill, ever prove stumbling blocks of the most innumerable description, is the cause of bringing so many writers to grief. Steam has, to a certain extent, simplified the work of the shipping journalist. But even here he often goes looking for trouble, and because he cannot get into the engine-room in search of it, finding plenty. Tail-shafts, thrust-blocks, slide-valves, crank pins, and cross-heads are every whither as are topgallant yards, top-mast cross-trees, or futtock shrouds.

THE JAPAN SUGAR REFINING COMPANY.

VERACACIOUS PRESS COMMENT.

The difference between the Board of Directors and the shareholders of the Japan Sugar Refining Company, of Osaka, is awakening public attention, as it involves the important question of the standing of Japanese business companies. The *Yokohama Specie Bank* observes that the point in dispute is not the trifle it may seem. The company is one of the three most important sugar-refining companies in Japan, standing with the Tokyo Sugar Refining Company and the Daiichi establishment. The Osaka Journal points out that, while the Tokyo and Daiichi firms have cleared a good profit for the last year just ended, the Osaka company lost heavily—over ¥200,000. It is natural that the shareholders should be anxious to feel some doubt as to the good management of the company. At the general meeting on the 25th instant a shareholder moved that a committee be appointed to examine the accounts of the company, and the motion obtained heavy support. This is practically a vote of no confidence in the Board of Directors. The meeting was adjourned for a fortnight to allow the shareholders to thoroughly examine the accounts, and meanwhile the indignation of the shareholders is growing stronger. The *Asahi* advises the Board of Directors to resign without delay if they are unable to do better business, and advises the shareholders to make concessions and settle the difference, if any extenuating circumstances are found in favour of the Board.

THE SINGAPORE SENSATION.

TEXT OF THE CHARGES.

On Saturday, 28th July, Mr. O. F. Odell, liquidator of the engineering firm of Hogan & Co., swore an information before Mr. Nathan for the arrest of Mr. Henry C. Hogan, Managing Director of the firm, and Shanghai Magistrate granted a warrant against the accused on a charge of cheating.

The warrant was placed in the hands of Sergeant McLean for execution and the accused was arrested in Mirbaurd and in the afternoon brought before Mr. Colman when the following charges were formally alleged against him:—1. That you being the managing director of Hogan & Co., to wit, by falsely stating in the prospectus of Hogan & Co., that the profits of the former Company were \$17,044.65 and thereby deceived one St. Vincent B. Down and dishonestly induced him to take shares in the said Company to the amount of \$7,000 and thereby committed an offence punishable under Sec. 420 of the Penal Code.

2. That you did cheat, to wit, by falsely stating in the balance sheet of Hogan & Co. of Dec. 31, 1904, that the assets of the Company in the Hongkong and Shanghai Bank were \$3,726.65 and thereby deceived the said St. V. B. Down and dishonestly induced him to consent to the retention of his property, to wit, \$7,000 and thus committed an offence punishable under Sec. 417 of the Penal Code.

3. That you did cheat by falsely stating in the balance sheet that the value of the plant of the Company was \$78,000.00 and thereby deceived the said St. V. B. Down and dishonestly induced him to consent to the retention of his property, to wit, \$7,000, and thus committed an offence punishable under Sec. 417 of the Penal Code.

Mr. Hogan expressed his ability to find the bailiffs by Mr. Nathan—\$30,000—and later in the afternoon was bailed out by Towkay Soon Tie of Messrs. Kim Hin and Coy of Market-street. The case has been remanded till Saturday next, but further postponements will certainly be required before the case for both sides can be prepared.

SANITARY BOARD.

7th inst.

The fortnightly meeting of the Sanitary Board was held in the Board room this afternoon, the usual members being present, when the following was the business transacted.

NEW WESTERN MARKET.

The following letter from the Hon. the Colonial Secretary, regarding the completion of the New Market for the Western district, was read:—

Colonial Secretary's Office, 22nd July, 1906.

Sir,—I am directed to inform you, for the information of the Sanitary Board, that the New Western Market has been completed, and has been established by His Excellency the Governor-in-Council as a New Market. A notification to that effect was published in the *Government Gazette* on the 21st July, 1906.—I have, etc.

(Sd.) T. SERCOMBE SMITH, Colonial Secretary.

GOVERNMENT ON RAT DESTRUCTION.

The following letter from Government, relative to the sulphur dioxide as applied to the destruction of rats, and in disinfection on ship-board, was read:—

Colonial Secretary's Office, 7th July, 1906.

Sir,—I am directed to transmit, for the information of the Sanitary Board, a copy of a general despatch, with enclosures in original, from the Secretary of State for the Colonies on the subject of experiments on sulphur dioxide as applied to the destruction of rats, and disinfection on board-ship.—I have, etc.

(Sd.) T. SERCOMBE SMITH, Colonial Secretary.

The Secretary, Sanitary Board.

[Enclosures.]

DOWLING STREET, 7th July, 1906.

Sir,—I have the honour to transmit to you for your information, with reference to your predecessor's despatch, "General," of 6th February, 1905, the papers noted in the subjoined schedule.—I have, etc.

(Sd.) ELGIN.

The Officer Administering

The Government of Hongkong.

The report of the Local Government Board on

further experiments with sulphur dioxide by Mr.

John Wade, D.S.C., was enclosed.

On this the Medical Officer of Health

said he had gone through the report

of Dr. Wade, and saw no reason to alter

his previously expressed opinion as to the

usefulness of the Clayton apparatus. He

had said before that in a ship, it is quite

possible to render the holds, cabins, saloons,

etc., reasonably air-tight without much trouble.

The Clayton gas being heavier than air might

easily be retained at a high percentage for many

days in the compartments of ships. It did

not follow, however, that this method would be

equally successful in Chinese tenement houses.

It took nearly two days to close up Govern-

ment House when they fumigated it in 1903,

and he considered it would be practically impos-

sible to close Chinese tenement houses, so as to

render them sufficiently gas-tight to get results

comparable to those mentioned in the report.

Moreover, rats cannot escape from a ship when

doors are battened down and ventilators closed.

With Chinese tenement houses, with hollow

walls, and ceilings, it is absurd to think that

the rats would not have a means of escape into

the numerous retaining walls and soft decomposed

granite on which the city is built. It was

necessary to consider the question of disinfect-

ing Chinese tenement houses, and which floors

should be disinfected first—the top or the bot-

tom. All floors holes are cut in the floors, simi-

larly in the case of the top floor, the stair-cases

not being a sufficient means of filling the upper

storeys from below upwards. Experiments on

board ship afford no help, as the conditions are

so different from those in Chinese tenement

houses. The gas should be allowed to act for

at least two hours, if they were to do one

material part. He did not think it possible

for men to enter any part of the house while

it was being disinfected, unless they had divers' helmets, on account of the dissemination of the

gas from every crevice, as well as through the

floors and stair-cases, as the latter were never

water-tight, much less air-tight. He con-

sidered, the experiments of Professor Simpson

furnished no evidence of the usefulness of the

Clayton method as far as Chinese houses were

concerned, though it was pointed out by Dr.

Haldane, a considerable difference in the

case of ships, but as pointed out by Dr.

Haldane, it might be expected on the question of

disinfecting ships before or after the cargo was

discharged; but seeing that rats can leave the

ship with the cargo, it would be better to dis-

infect the loaded ship. He knew from personal

experience that the effects of the disinfection

on rats in an empty ship were extremely

valuable, while Dr. Haldane had said that

unless carried on with more than usual care

the results were not so satisfactory. Why was

that the exact nature of the combinations

in this gas had not been determined, but the

fact remained that the Clayton Gas was

capable of killing vermin and pathogenic bac-

terias when acting in sufficient strength of the

gas, on goods, fittings, etc. It did not affect

enamel paint, the surface being too hard to per-

mit of penetration and consequent discolor-

ation; it turned zinc-white yellow, bedding

etc., after fumigation, acquired an odour of

sulphurated hydrogen, soap is absolutely des-

troyed if exposed to the gas in a moist condi-

tion. Whether a cargo of ordinary soap would

be similarly destroyed, seeing that soap always

contains a fair quantity of moisture, was a

question that required serious consideration, or

heavy damages might one day be claimed for a

destroyed cargo. On the whole he was in favour

of adopting the Clayton process for use in the

harbour, as the weight of evidence was much

in favour of its usefulness, but was not yet in

favour of its sphere of usefulness being extend-

ed to Chinese houses in Hongkong.

INSPECTION OF FOOD.

A minute by the Colonial Veterinary Surgeon

relative to the authority of the senior inspec-

tors to visit all shops and houses, and cook

rooms used for the storing or preparation for

sale of all foods intended for human consump-

tion, in which he requested that the authority be

extended to the Inspector of Markets and the

Inspector of Cattle Depots and Slaughter-

Colonial Secretary's Office, 20th July, 1906.

Sir,—I have the honour to acknowledge receipt of your letter No. 15, dated 13th inst., submitting resolutions adopted by the majority of the Sanitary Board. With regard to the first of these resolutions, I am directed to inform you that His Excellency is satisfied that the work done by the Sanitary Staff under the Building Authority, in connection with the sanitary condition of buildings, and as such as should be the duties of Sanitary inspectors falls within the duties of the Public Health and Buildings Ordinance, with which should be read section 21 of the Amending Ordinance of the same year, should be amended so as to authorize the Sanitary Board to deal directly, in respect of all buildings which are or have been occupied for domestic purposes, with certain matters now dealt with by notice or letter from the Secretary, "pro the Building Authority." This suggestion will receive consideration when the Ordinance comes to be amended. In the meantime His Excellency does not consider it would be convenient or advisable to split up the salaries of certain officers between the votes for two departments; an arrangement, moreover, which would effect no saving to the public. With regard to the second suggestion, His Excellency, after consultation with the Principal Civil Medical Officer and the Registrar-General, has directed the increase in the estimates of an item of \$2,000 as a "Grant-in-aid of Chinese Plague Hospital," the grant to be made on the condition that these hospitals are under similar Government supervision as the Tung Wah Hospital, and that the amount actually to be paid from it will not exceed the expenditure incurred on the hospitals.—I have, etc.

(Sd.) T. SERCOMBE SMITH, Colonial Secretary.

Colonial Secretary's Office, 7th July, 1906.

[Enclosures.]

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relative to the authority of the senior inspec-

tors to visit all shops and houses, and cook

rooms used for the storing or preparation for

sale of all foods intended for human consump-

tion, in which he requested that the authority be

extended to the Inspector of Markets and the

Inspector of Cattle Depots and Slaughter-

houses.

DEPOSITING MANURE.

A letter from Government was read in which

it was stated that His Excellency the Governor

had approved of the site near the Bay in New

Kowloon being used for the deposit of manure

from the animal depots at Kennedy Town.

Mr. Humphrey inquired what if the recom-

mendation of the Board is to be ignored?

The Captain Superintendent of Police asked

what Bay was referred to.

ESTIMATES FOR 1907.

The following further letter from Govern-

ment relative to the estimates for 1907, was

read:—

A PLOT THAT FAILED.

A FAITHFUL COOK.

7th inst.

At the instance of Inspector Collett, at the Magistracy this morning, two bad characters were brought before Mr. F. A. Hazeldan, charged with being in unlawful possession of three knives without permits. The men denied the charge. According to the evidence heard the defendants were aware that the master of a team's boarding-house at No. 317, Des Voeux Road West was in the interior and that his wife had charge during his absence. On the 22nd instant accused went to the boarding-house and asked for the master. As they already expected they were told that he was away. They were invited into the house and after a conversation they told the woman that they came to Hongkong purposely to see her husband and knowing no other person they would be glad if she would allow them to stay in the house until her husband's return, when they would settle matters. The woman was only too glad to do any service for them and told them to occupy a bed in the verandah. The bed of the assistant cook was also in the verandah. That very night while the cook was in bed he heard one of the strangers say: "Shall we start on her now?" the other replied: "No, don't. That fellow over there (meaning the cook) is awake." The cook suspecting that some plot was being hatched between the men got up and kept awake the whole night to the discomfort of the two strangers, who told him to go to bed on several occasions. The men then quarrelled with the boy. Soon after daybreak the strangers left the house and the cook told his wife that he had overheard on the previous night. He took her into the verandah and in a quilt, which was under a basket, they discovered three ugly-looking butchers' knives

HONGKONG AND WHAMPONG DOCK CO.

HALF-YEARLY REPORT.

The report of the board of directors of the Hongkong and Whampoa Dock Company, Limited, to the ordinary half-yearly meeting of shareholders, to be held at the offices of the company, Queen's Buildings, Victoria, Hongkong, on the 20th inst., at 12 o'clock noon, is as follows:—

To the shareholders of the Hongkong and Whampoa Dock Company, Limited.
Gentlemen,—The directors have now to submit to you their report, with a statement of accounts for the half-year ended 30th June, 1906. The net profit for the six months, after paying interest due and all charges, amounts to \$403,256.44 to which has to be added the balance brought forward from last account \$62,231.10

and from this have to be deducted—
Directors' fees \$10,000
Auditors' fees 750.00
10,750.00

leaving available for appropriation \$754,738.54
The directors recommend that a dividend for the half-year of 12% or \$3,000,000 be paid to the shareholders, that \$3,000,000 be written from the value of Kowloon Docks, \$1,712.45 from the Cosmopolitan Dock, \$24,360.00 from the Floating Plant, and the balance \$392,087.38 be carried to the new account.

During the past six months a steamer for the Yangtze River, 9 wooden lighters and 4 large steam launches have been completed and delivered.

The electric drive at the saw mill is not yet completed, owing to the delay in delivering the large twin cable. It has now arrived and is in place; we expect to make a start with this plant about the middle of August.

The 40-ton electric crane referred to in the last report has proved of great service in building the large barges for the Yangtze river-steamers. With the old crane these barges could not have been completed in time.

C. P. CHATER,
Chairman.

Hongkong, 4th August, 1906.

CAPITAL ACCOUNT.

Assets.

June 30, 1906.
Abatement.
To value of Aberdeen Docks, as per last statement \$100,000.00

Kowloon.
To value of Kowloon Docks, as per last statement \$3,396,934.71

To amount paid in connection with purchase of H. H. I. L. 66 2,750.00

To final payment account new drawing office 700.00

To amount paid on account of new electric installation 5,879.00

To final payment in connection with new accumulator 2,635.00

To final payment in connection with 8-ton locomotive crane 2,254.00

To cost of 12 motors, and twin cables for saw mill 20,524.00

To cost of 3 motors, &c., for boiler shop 4,502.00

To cost of new machines for engine shop 400.00

Cosmopolitan.
To value of Cosmopolitan Dock, as per last statement \$3,712.45

To value of Tugs, Dredgers, Launches and Lighters 487,205.89

To sundry debtors 429,742.16

To work in progress 100,510.65

To value of material on hand 1,543,523.72

Liabilities.
June 30th, 1906.
By shareholders for 50,000 shares of \$5 each, fully paid up \$2,500,000.00

admission loan £2,000.00

Less repayments 17,118.21

Marine Insurance account 57,500.00

sundry creditors 2,044,855.68

balance of profit brought forward from last account \$362,232.10

profit 403,256.44

REVENUE ACCOUNT.
30th June, 1906.

To Interest \$62,637.20

Crown Rent 3,119.05

Pier Insurance 3,251.83

Office Expenses, Salaries, Stationery and Rent of Head Office 36,693.81

Legal Expenses 1,400.67

Marine Insurance Account 8,000.00

Towage 136.38

Dredger 6,462.52

Profit 403,256.44

\$525,045.90

By Net Earnings of the Company's three Establishments \$523,912.16

Bonus on Insurance Premiums, &c. 1,133.74

\$525,045.90

E. & O. E.
Hongkong, 4th August, 1906.

W. WILSON,
Acting Chief Manager.

T. H. ROSE,
Secretary.

We have examined the Books and Vouchers of the Company and hereby certify that the above Statements are in accordance therewith.

H. U. JEFFRIES,
H. PERCY SMITH, F.C.A., Auditors.

It is reported from Seoul that the wedding of the Crown Prince is to take place on the 28th of the 8th month (old style). It was originally arranged that the Treasury should disburse a sum of 1,200,000 yen to meet the expenses, but the Resident-General interfered and cut down the estimate to 500,000, a reduction of a round million. It is recalled that the wedding of the Japanese Crown Prince cost only 500,000.

A CONCRETE QUESTION.

At the meeting of the Sanitary Board yesterday the question of concreting the ground floors of certain houses at Mongkok, again came up, when the Hon. the President read the report of the Committee appointed to inquire into the subject, and moved the adoption of the report.

Mr. Shelton Hooper seconded the motion, and in doing so he took the opportunity of calling the attention of the Board to the way in which complaints were made, and the means taken to rectify them. They had two distinct cases before them: one of 16 houses at Mongkok, and the other of two European houses at Tsim-tai-tai. Taking the first 16 houses at Mongkok they were built according to laws and ordinances made under the supervision of an architect who had a good knowledge of good and bad material—at least they might presume so from the time he had had the honour to serve in the Public Works Department. A complaint was sent in by a senior inspector that these floors were out of order. The speaker asked the inspector when he visited the houses, whether there was anything more wrong with the floors than he saw on his surface. The reply was that there was not, but the next thing the speaker heard was that another inspection had been made, and that an order was given to re-concrete the whole of the ground floors of five of these houses. It seemed to him to be analogous to the case of the doctor who was consulted about a case of pleurisy, and cut into the flesh, down to the bone, to see if he could find any serious defect in the patient's flesh. There was no justification for any professional man's supposing that this peeling of the surface was due to the ground underneath. The floors of the sixteen houses he would characterise as fair; the majority of them good; and he was using a very mild adjective when he said fair. The floors, which they dug up with great difficulty, showed clearly by six inches of concrete, and only in some few cases was one inch deleteriously affected by water at the bottom. The President, who was a member of the committee, and the speaker had no hesitation in saying that the floor was good, and ordered it to be made good again at the public expense. He now asked members to avail themselves of the opportunity of looking at the second case which dealt with backyards in Tsim-tai-tai. The yards there were concreted with two inches of cement. He secured some concrete from one of the yards which was ordered to be re-concreted, "and this," said Mr. Hooper, placing a few pounds of it on the table before the Director of Public Works, "is a sample of it." He did not think it required an expert, but only a man, woman or child with a little common sense, to see that it was perfectly impervious.

Mr. Humphreys was sure everybody in Hongkong ought to be grateful to Mr. Shelton Hooper for what he had said and done. He secured some concrete from one of the yards which was ordered to be re-concreted, "and this," said Mr. Hooper, placing a few pounds of it on the table before the Director of Public Works, "is a sample of it." He did not think it required an expert, but only a man, woman or child with a little common sense, to see that it was perfectly impervious.

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Mr. Hooper said it was a case of the anomaly of the Ordinance. It seemed rather absurd that one part of a building should be concreted to the satisfaction of the Building Authority, who might require a higher standard than the Board's experts—the Sanitary Surveyor, or an ordinary inspector.

On Hon. Mr. Hewitt promising to consider the matter before the Commission, Mr. Humphreys withdrew his motion.

STABBING AFFAIR AT WEST POINT.

MANSIONS AT TELEPHONE MEN.

A few days ago we reported in these columns that a coolie was set upon by a gang of men at West Point and seriously stabbed with knives. It was at first thought that the man would die from his injuries, but on examining his wounds, it was discovered that the wounded man had a miraculous escape from death, one of the cuts being but a hair's breadth away from his spleen. The police at West Point have been very active in the case with the result that five masons were placed before Mr. H. H. J. Gompertz, this forenoon, charged with cutting and wounding a telephone fitter. The telephone man, who was only discharged from hospital this morning, and is still feeble, said that on Sunday night last he and a friend went to the Sun Lai Fat house, 8, Praya West, Shek-ling-tui. There they met a gang of men (masons) who refused to allow the men to enter and a fight started. The telephone fitter was chased into the street and punches were vigorously exchanged. Then the men drew knives and stabbed the fitter thrice on his body, and after he was rendered unconscious they fled. Both parties had different stories to relate, but the police were of opinion that it was simply a Triad Society affair. Further evidence was called for the prosecution, and his Worship fined each man \$50, with the option of two months' hard labour.

A TOKIO MESSAGE to the Osaka Jiji states that the current reports as to the circumstances of the sinking of the *Mikasa* after being misused twelve feet are somewhat inaccurate. There was not, in fact, any failure in the refloating operations, the pumping proving a great success. What really happened was that, as the officials discovered a new leak at the vessel's stern, they discontinued the pumping for the purpose of repairing the damage. It was simply the stoppage of the pumping that caused the vessel to sink again, and there is no reason to doubt the early success of the operations.

CANTON BOAT THIEVES.

GROCER'S FORT ROBBED.

7th inst.
Leung Yung, a fohi, employed in a grocer's shop at Aberdeen, was a passenger on board the steamer *Kowloon*, which arrived here early this morning from Canton. Leung, who had been for some weeks in the interior, was returning to his business last night when he was robbed by some scoundrels on board. He was taking his meals on board and three other passengers, who occupied a place alongside Leung, tried to draw him into a conversation. Leung was not in a conversational mood so after his dinner he took off his coat, put it by his side, and went to sleep. When he awoke he felt for his coat, and found it was gone. He then looked at the time-piece he had discovered, although the silver chain, which was attached to the watch, was still there. He made another search of his coat to see if he had made a mistake and placed it in the wrong pocket, thinking at the time that if it were stolen the thief would have taken the chain too, but search where he would he could not find the watch. During his search he found that his purse containing 36 dollars had also vanished. He threw a glance at the three men near him, and as they were all outward appearances asleep, the fohi kept his eye on them. One of the trio then opened one eye and looked at the fohi, who was watching him all the time, and as their eyes met, the coolie emitted a groan and turned over on his side to make believe that he was asleep, and the watch rolled out of his coat. The coolie finding that the game was up would not return the watch to the fohi, but threw it into the hold. During the row one of the trio disappeared and was never captured, nor was the fohi's \$60 recovered. When the vessel arrived at her wharf the men were taken to the Station, and at the Magistracy to-day the man who allowed the watch to slip out of his pocket was sentenced to twenty-one days' hard labour and six hours' stocks. The other was released.

THE DEATH OF GENERAL KODAMA.

DETAILS OF HIS LAST HOURS.

We, *Kobe Herald*, July 24, gather from Tokyo messages and the accounts in the Japanese papers the following details concerning the sudden and deeply regretted death, at the comparatively early age of fifty-four, of General Viscount Kodama, the Superintendent of the General Staff Office.

THE EMPEROR CONFERS HONOURS.

As soon as the sad intelligence had been conveyed to the Emperor, His Majesty, in the customary form when a distinguished personage has reached the point of death, sent various gifts to the Viscount, as did also the Empress and Crown Prince. His Majesty also despatched a medical man attached to the Court to the deceased's residence. Later in the day it was announced that His Majesty had conferred on the Viscount, as from April 1st, the first class of the Order of the Golden Kite, a decoration which carries an annual pension of ¥15,000, together with the Grand Cordon of the Tokwa (the Kite flower). All understood that the honours represented the rewards which were to have been bestowed upon General Kodama on the completion of the investigation as to the awards to be made for services during the war. His Majesty also, under date of yesterday, promoted the Viscount's official status to the second class of the Senior Rank.

Marquis Saionji, the Prime Minister, had an audience with His Majesty yesterday morning, immediately after paying a visit of condolence to the late Viscount's family, and it is believed that he suggested that the deceased General should be promoted to a higher rank in the peerage.

JAPANESE PRESS-TRIBUTES.

The Osaka Asahi and Mainichi both publish portraits of the deceased General, together with editorial articles expressing the deepest sense of the loss Japan has sustained by the premature termination of an exceptionally brilliant career. The Mainichi writes as follows: "The greatness of the services which the General rendered to his country is beyond the power of our pen to describe. Indeed, the cutting short of a career which seemed to have still a long and valuable future can only be regarded as a deplorable loss to Japan. In view of the great ability which the Viscount displayed in such varied roles as those of Vice-Minister of the War Department, Governor-General of Formosa, Minister of Education and of Home Affairs, Vice-President of the General Staff Office, and Chief Marquis Oyama's Staff in the late war, everyone had been eagerly anticipating great achievements from him in his new capacity as Superintendent of the General Staff Office. We cannot but lament that he has been suffered to hold that position for only a few months, and the only consolation lies in the hope that it may be possible to find suitable successors for the responsible office which his death has rendered vacant."

The following is the Asahi's comment:—"In recording the death of General Kodama, so shortly after the close of the Russo-Japanese war, we feel as deep regret as we experienced in announcing the decease of General Kawakami just after the war with Russia. Viscount Kodama was indubitably a man of remarkable gifts. He never received any regular military education, and yet he was really the life and

soul of the Japanese Army. Even critics little inclined to indulge in praise have united in recognising the greatness of his services. Indeed, looking at his career all round, we say only too truly that Kodama was of even greater value to Japan than was Von Moltke to Germany. For the great qualities of the deceased General found scope in civil as well as in military affairs. It was he, for instance, who made Formosa what it now is. At the Home and Education Departments, also, he gave signal manifestations of his great administrative powers. In fact, it may truthfully be said that public opinion regarded General Kodama and Admiral Yamamoto as the personages best qualified by all-round ability for the position of Prime Ministers of Japan. A feature of the deceased Viscount's character which was especially worthy of note was his comparative indifference to promotion or reward."

THE DEAD SOLDIER'S CAREER.

Kodama Genaro was born on February 2, 1852, at Yokomoto-cho, Tokuyama village, Tsuno district, in the province of Aomori, and was the only son of Viscount Kodama, a retainer of the Lord of Tokuyama. His father was in receipt of one hundred koku of rice annually, which would indicate that he held a fairly good position among the samurai of the clan. The child was at first known as Yurikawa (Young Lily), the name being afterwards changed to Ken and eventually to Genaro. He appears to have been a very precocious child, giving, as it is said, proof of exceptional gifts while still in his mother's arms. His education, however, was delayed by misfortune, his father dying when he was only four years old and leaving an aged grandmother and the three children—the future General and his two sisters—to the care of the widow. For two years the mother supported the family with considerable difficulty but at the end of that time she obtained some assistance by adopting Asami Iwanaga, who married her elder daughter. At the same time the future Viscount then eight years of age entered the clan school. It was at once given indications of marked ability, excelling his fellow students in pretty well every kind of study or recreation, but he was only thirteen when another misfortune befell the family. Iwanaga, the husband of his elder sister, and a strong Imperialist, killed a friend in a dispute as to the merits of the struggle which was then commencing between the supporters of the Emperor and the supporters of the late Emperor Meiji. Iwanaga, the husband of his elder sister, and a strong Imperialist, killed a friend in a dispute as to the merits of the struggle which was then commencing between the supporters of the Emperor and the supporters of the late Emperor Meiji. Iwanaga, the husband of his elder sister, and a strong Imperialist, killed a friend in a dispute as to the merits of the struggle which was then commencing between the supporters of the Emperor and the supporters of the late Emperor Meiji.

KODAMA'S FIRST FIGHT.

The first upward step in a career which never afterwards ceased to advance was gained in October, 1868, when, at the head of a small detachment, he took part in the fighting in the north of Tokyo during the Restoration period. The force of which he formed part was engaged at Okuma, Hakodate, and other places, and on each occasion young Kodama is said to have distinguished himself by his gallantry. In May 1869, he returned with the Army in triumph to Tokyo, and shortly afterwards he was given a position in the Heibusho, the predecessor of the War Department, with instructions to study European military methods. A little over a year later, he received his first Commission in the Army, and in 1871 he was promoted Lieutenant. Two years later he obtained a Captaincy. At that time he was only twenty-two years of age but so promising he was considered to be that he was given the post of Aide-de-Camp to the Commander of the Osaka Division. A year later, in 1873, he had the first real opportunity of displaying his remarkable qualities, his chance coming in connection with the rebellious outbreak at Saga, in Kyushu. When the rising occurred, he was appointed to the staff of the late Lieutenant-General Kodama, who was in command of the Government forces. The outbreak was finally quelled by the engagement at Nakano-kuma, in which the future General showed great bravery. Most of his men were killed, and he was himself badly wounded in both arms. Nevertheless he continued to lead the remnant of his troops until the fighting was over. In August, 1875, his services were recognised by his appointment as Chief of the Staff of the Kumamoto Division.

STIRRING EXPERIENCE AT KUMAMOTO.

It was while he held this position that one of the most remarkable and terrible incidents of his life occurred. He was living in a house outside Kumamoto Castle when the rising of the Samurai association known as the Sempuren broke out in 1875. His first knowledge of the outbreak was obtained by observing from his house outside the Castle that a portion of the latter was in flames. Immediately afterwards he heard the report of rifles. Hurrying into his uniform, Capt. Kodama rushed at once toward the Castle, making his way first to the residence of Major-General Kodama, the Commander of the Division. He found outside the house was littered with the bodies of dead and dying soldiers, and, on obtaining admission to the house, he found that the Major-General, his wife and children, and all the servants, with the exception of one girl, had been slaughtered. Discovering that it was impossible for him to at once join the troops in the Castle, as they were completely invested by the rebellious samurai, he contrived to send off a message for help to General Nogai, who was then at Fukuoka, and set about to obtain some disguise. Eventually, in the assumed role of a carpenter, he managed to make his way into the barracks, and took command of the troops. Under his spirited leadership the men quickly regained their confidence and held their own against the investing force until relieved by a body of troops from Fukuoka under the command of the present General Nogai. In reward for his services at this critical juncture Captain Kodama was given his Majority in October of the same year. In the following month, he was recalled to Tokyo and was personally thanked by the Emperor for his conduct at Kumamoto.

FROM THE SATSUMA-REBELLION TO THE CHINESE WAR.

Less than two years later, when the famous Satsuma rebellion broke out, Major Kodama again took part in the defence of Kumamoto Castle, this time under the command of the present Viscount Tanaka, then the Commander of the Division. When the Castle was relieved, he joined the troops in the field and took a prominent part in much of the fighting before the death of Saigo ended the rebellion. From this time, Major Kodama's advance was rapid. On April 28, 1883, he was promoted to Lieutenant-Colonel, and he attained the rank of Colonel in the following year. In 1889, he was appointed Major-General, and became President of the Military University. A year later he was despatched to Europe to make investigations as to the military forces of the

various Powers. On his return, after an absence of about a year, Major-General Kodama was appointed Vice-Minister of War, and he held this position at the time of the war with China, 1894. When that struggle commenced, he was raised to the rank of Lieutenant-General, but was not attached to the Army at the front, as it was felt that his administrative abilities were required at Tokio. In fact, throughout the war he was practically in charge of the War Department, and in that capacity rendered eminent services to the country. At the conclusion of the war he was rewarded with the rank of Baron, and in 1898 he was sent to Japan's new possession, Formosa.

GOVERNOR-GENERAL OF FORMOSA.
This was perhaps the most critical period in the late General's career. His predecessors at Formosa had failed to achieve success in the pacification of the island and the establishment of an efficient administration. In fact the Government of Formosa had become a very serious problem, and it was not easy to find any personage who was willing to take up the responsible and ungrateful task of acting as Governor-General. In this emergency, General Kodama expressed his willingness to undertake the work, and, as our readers will be aware, he quickly revolutionised the position in Japan's island dependency. From every point of view, military and administrative, his role in Formosa was a remarkable success, and placed the Empire under a deep obligation to the deceased General.

Only a portion of his time, however, was devoted to the affairs of Formosa. During part of the period in which he acted as Governor-General, he held, and with conspicuous success, the posts of Minister of Education, and Home Affairs. When Count Katsuma's Cabinet was formed in 1901, Baron Kodama became Minister of the War Department, retaining his position in Formosa. After a few months, however, he was succeeded by the present War Minister, Lieut.-General Terauchi, and was able to devote himself solely to the duties of the Governor-Generalship, but in 1903 he became Vice-Superintendent of the General Staff Office.

"THE BRAINS OF THE JAPANESE ARMY."

On the outbreak of the late war the Baron was appointed Chief of the Staff to Marquis Oyama, and his brilliant record in that capacity is too fresh in the minds of our readers to require recapitulation. It will suffice to say that in the estimation of foreigners and his fellow-countrymen alike he approved himself the "brains of the Japanese Army." On the retirement of Marquis Oyama, some three months ago, Baron Kodama was raised to the rank of Viscount and appointed to the supreme position in the administration of the Army of Japan. His nomination to this great office was universally applauded, and it was generally believed that in his hands the Japanese Army would become an even more efficient fighting machine than it showed itself in the late war.

IT GOES WITHOUT SAYING THAT THE BRITISH ARMY AND NATION WILL DEEPLY SYMPATHISE WITH THEIR ALLY IN THE LOSS OF ONE OF HER MOST BRILLIANT AND DEVOTED SONS.

EMPEROR'S SYMPATHY.

THE FUNERAL.

The *Japan Chronicle*, of July 29, says:—On Friday morning, Viscount Hironaka, an Imperial Chamberlain, acting under Imperial command, paid a visit to the family of the late General Kodama, and presented the following address:—"The deceased joined the military service at an early age, and long held important offices, which he so successfully and diligently administered. In directing the administration of the newly-acquired territory he achieved great success, while in military service he rendered distinguished and successful service. Now that he is dead, his Majesty mourns his loss, and has specially directed that funds be granted for the funeral, and condolences with the bereaved family."

Their Majesties the Emperor and Empress have granted the sum of ¥5,000 towards the funeral expenses, with the customary gifts of two pieces of white silk and a stand of sweets, fruits, etc., as a tribute to the memory of the deceased.

His Majesty has also granted a sum of ¥50,000 out of the Privy Purse to the family of the deceased General in recognition of the distinguished service rendered by him to the country.

On Friday morning General Terauchi, Minister for War, on behalf of the relatives of the late General Kodama, waited on their Majesties at the Imperial Palace, and tendered thanks for the gifts their Majesties had made to the bereaved family.

Mr. Tsuruhara, Director of General Affairs in the Residency-General in Korea, on behalf of the high officials in the Residency-General, has sent an address of condolence to the family of the late General.

The officials and people of Formosa decided to hold Buddhist services at Taipei in memory of General Kodama yesterday, the day of his funeral.

The funeral of the remains of General Kodama took place yesterday morning at the Aoyama Park grounds. The service was attended by a large number of spectators, although steady rain was falling. The funeral procession was headed by cavalry, followed by the band of the Toyama Military College. The guard of honour, coming next, consisted of two battalions of the Imperial Guards under the command of Lieutenant-Colonel Oba. High priests, and priests followed, and after these a banner carried aloft by men which bore an inscription of the titles, names, and decorations of the deceased General.

The chief mourner, Mr. Kodama, son and heir of the deceased, carried a tablet in memory of his father. He was followed by an incense burner, and then the coffin on a gun carriage. By the side of the coffin walked Generals Okawara, Oshima, Nogai, Kuraki, Ishimoto, and two soldiers who attended General Kodama in Manchuria. Behind the coffin followed the General's favourite charger "Maizuru." There were also in the procession relatives and friends, and a battalion of guards brought up the rear.

An immense gathering was assembled in the Parade-ground. Imperial Princes, the Marshals of the Army, statesmen, and every person of note were present.

YOKOHAMA HARBOUR IMPROVEMENTS.

SPEECH BY THE MINISTER FOR FINANCE.

The Yokohama Harbour Improvement Committee met on July 26 at the official residence of the Minister of Finance. Mr. Wakatsuki, Chairman of the Committee, and all the other members of the Committee were present. Governor Sulu and Mr. Hashimoto, Superintendent of the Yokohama Customs, were also invited to attend the conference. The Committee discussed the general line of investigations to be conducted for carrying out the harbour improvement scheme.

Mr. Sakatani, Minister of Finance, as reported in the *Japan Herald*, said that the rapid progress of the foreign trade of this country was testified to by the trade statistics. With the post-bellum developments to be undertaken by the nation the further advancement of trade would be accelerated. The improvement of the harbour accommodation was one of the most

important enterprises of the post-bellum programme. Inasmuch as Yokohama and Kobe were the two most important trade ports in Japan, the improvement of the harbours should by no means be delayed, but in view of the enormous expenditure involved, the national finances did not permit the improvement of these important ports being effected within a short space of time. There existed many examples in foreign countries where this sort of enterprise was undertaken by local municipalities or private companies, instead of depending on the Government for its execution, and the Japanese Government was of opinion that these examples could be followed with advantage in order to ensure the speedy accomplishment of improvements in harbour accommodation. He therefore much appreciated the initiative taken by the Yokohama Municipality in prosecution of the work conjointly with the Government. Practical stability must be the first principle of harbour accommodation, but at the same time it was no less important that the harbour should possess a decent appearance, as it formed, so to speak, the gateway to the country. Any improvement scheme therefore demanded the most deliberate consideration to make it adequate to cope with present day advancement in the art of ship-building and steamship traffic.

This consideration had actuated the formation of the Committee. It was therefore desirable that the Committee should fully investigate the best scheme, taking the progress of foreign trade of this country and the actual state of cargo traffic, as well as the harbour accommodation of Japan and of foreign countries, into consideration. Mr. Sakatani said he would like to avail himself of the opportunity to say a few words as to the harbour accommodation in the past, the state of the development of the import and export trade, and the financial accounts after the war.

Improvement works now contemplated. Yokohama was originally a meagre fishing village known under the name of Yokohama-mura. Since the port was first opened to foreign trade in 1859, the fore-shore had been reclaimed, and taking advantage of the topographical features of the locality, a town was gradually formed; but the accommodation necessary for a modern commercial port was conspicuously in its absence. When the U.S. Government refused the indemnity paid by Japan in connection with the Shimoda affair, the land was appropriated for the construction of breakwaters and an iron-pier. The pier was, however, only capable of providing berths for six steamships, and its inefficiency had long been felt. The lack of better accommodation caused delay in the handling of merchandise, and not only proved a serious inconvenience to the Customs business, but also heavy loss to the shipping companies and consignees of cargo. It had proved a detriment to foreign trade; had laid additional burdens on consumers by enhancing the value of raw materials; and had thus caused a direct and indirect loss to the national exchequer. Being conscious of this deplorable state of things, the Government formulated a plan in 1893 for the reclamation of the fore-shore and the provision of other accommodation. As the first step towards the execution of the work, the Government obtained the sanction of the Diet to appropriate the sum of ¥2,300,000 towards reclamation, work on which was to be spread over a period of five years—from 1899 to 1903. In May 1899 the Extraordinary Customs Works Office was established for the execution of the contemplated work. As the work progressed the period originally fixed for completion was extended, and the work was completed in December last year. The Government now proposed to advance a step on the original scheme, and to extend the area of the reclaimed land, and to provide further accommodation on land. This scheme was now laid before the Committee.

With reference to the progress of the foreign trade of Yokohama the total value of the imports and exports in 1895 stood at ¥140,880,000, the aggregate burden of the vessels visiting the harbour being over 670,000 tons. Ten years later—that is in 1903—this had increased to ¥105,540,000 in the value of imports and exports, and 1,000,000 tons in the tonnage of vessels trading to the harbour. This showed an increase during the ten years at the rate of 117.5 per cent. in the volume of the trade and 98.7 per cent. in the tonnage of the vessels, the average rates of increase annually showing 9.4 per cent. in value and 11.5 in tonnage. Calculated on this basis, the future traffic of the harbour would show in 1912—the year following the completion of the present scheme—3,400,000 tons, and in 1912, 9,600,000 tons; and in 1922, 28,300,000 tons. Inasmuch as these figures were merely calculations on the basis of the ratio of increase obtained in the past, he was in a position to prophesy that such progress would be realised, though he looked forward to a marvellous development in the future.

Even after the completion of the scheme the discharging and loading capacity would be found to be very limited. With all the contemplated improvements the piers would only be capable of providing berths for thirteen vessels at a time, with a minimum draught of 45.50, and a maximum of 61.700. It could thus easily be seen that the improvements now contemplated still fell far short of the requirements when the total volume of the foreign trade was considered. Still further improvements in future should, therefore, not be overlooked. At the same time he hoped the Committee would see its way to carry out the present improvements in the most economical manner, while turning the scheme to the best utility.

The calculation of the profit on the investment after the completion of the work would show an average interest of 4.2 per cent. for the first decade, 6.7 per cent. for the second decade, and 9.4 per cent. for the third decade, as shown by the following table:—

Revenue. Outlay or Profit.
1912..... ¥46,835 ¥196,049 ¥450,785

1922..... 941,295 235,259 706,037

MALAY CREW REFUSE DUTY.

PAYMENT OF COURT INTERPRETER.

8th inst.

The absence of an interpreter in the case in which fourteen Malay seamen, part of the crew of the steamer *Virginia*, were charged this morning at the Police Court, with refusing to obey the lawful commands of the captain, was the means of delaying the proceedings for several hours. Formerly the Malay interpreting of the Court was voluntarily done by Mr. Chan Cheung, an opium taster, employed by the Opium Farmer, whose duties called him to the Magistracy, and although his services were requisitioned this morning, when the case was called on Mr. Chan Cheung was not in Court. Mr. Gompertz dispatched the officers to look for the interpreter, and later Inspector Langley came into Court and made a "startling" statement. It was to the effect that Mr. Chan Cheung had left word saying that during the past he interpreted for the Court and when he went to the sheriff to get remunerated, payment was refused. He did not intend to do any more interpretation for the Court. His Worship asked to know why he was not told before that Mr. Cheung had been refused payment, although it was common talk among the subordinates at the Magistracy. The blame cannot, however, be thrown on the shoulders of the sheriff, since it was against the rules to pay an interpreter, when his engagement was not mentioned in the depositions. After a while a telephone message was dispatched to the Commissioner's Department asking for the name of the interpreter. When the interpreter arrived it was past the noon hour.

The Captain of the *Virginia* said that the defendants were searched on board his vessel. They signed on at Singapore on 28th July, 1905, for two years. Yesterday the men went to him to be paid off, but he refused. They left the vessel and went to the Shipping Master, who sent them back on board, explaining to the men that the contract had not expired. The men returned to the vessel and when told to "turn to" they refused, saying they were tired.

After further evidence had been taken, several of the defendants said they were ill and therefore could not work. His Worship adjourned the case until Friday next to allow a doctor to see the men. Bail \$25 each.

THE BOYCOTT HERO.

ANNIVERSARY CELEBRATIONS AT CANTON.

[From Our Own Correspondent.]

Canton, 6th August.

The 3rd inst., being the anniversary of the death of Fung Ha Wai, the boycott hero, thousands of people, men and women, belonging to the various schools, colleges and societies, assembled at the Hoi Tong Monastery, for the purpose of commemorating the anniversary of the death of the martyr to the boycott. At the same time a petition, which was drawn up praying the Viceroy to release Messrs. Ma, Pun, and Ha, who were members of the Boycott Association, was handed round the assembly for signatures. These three gentlemen were taken prisoners last year for the alleged instigation of the people to continue the boycott. Thousands of signatures were subscribed to the petition, which will be presented to the Viceroy.

MR. JACOB SASSOON.

A NOTABLE PHILANTHROPIST.

Stimulated by the highest appreciation of the public benefactions of Mr. Jacob Sassoon, the founder of the firm of Messrs. E. D. Sassoon & Co. of Hongkong and China, more recently in connection with the new European General Hospital, the Foundation Stone of which was laid by Lord Lamington on the 16th ult., the Jewish community in Poota demonstrated their good-will towards this great and good man by presenting him with an address and a very handsome basket.

The address took place at Ashley House, the residence of Mr. Jacob Sassoon, and it was one which marked a distinct epoch in the history of Jewish progress in the ancient Maharaja Capital. About fifty of Mr. Jacob Sassoon's admirers assembled at Ashley House at half-past two in the afternoon, and, as a deputation, they were welcomed by Mr. Abelson, Mr. Sassoon's general Secretary, who speedily completed arrangements for the presentation. Mr. Sassoon, devoid of the gilt and starch of eminence, was at once upon the scene in the verandah of Ashley House, attended by his Secretary and accompanied by the ladies of his family. Then Captain Sampson, an officer of the Indian Subordinate Medical Service, advanced before Mr. Sassoon and read the following Address—

To Jacob E. Sassoon, Esq., Poota.

Most Respected and Honoured Sir—

May it please you, Sir, to accept this humble tribute of heartfelt gratitude and appreciation from the members of the Jewish community of Poota on the happy and memorable occasion of the laying of the Foundation Stone of the New Jacob Sassoon European Hospital in Poota. It is a matter of rare honour and just pride to the entire Jewish community that the name of your august family has been associated with so many philanthropic and educational institutions in Bombay and Poota. It was with feelings of unfeigned gratitude that we now recall to our mind that on the occasion of, and to commemorate in a practically highly useful manner the visit of their Royal Highnesses the Prince and Princess of Wales to this great dependency, that you announced your intention of making a princely gift of two lakhs of rupees to the Government of Poota, that you lent to the traditional instincts of your noble house—had conceived the idea of supplying the greatly felt need of a European General Hospital at this Station in close vicinity of the present Sassoon Hospital, which stands out as a noble monument to the world-wide fame of your munificent grandfather, the late David Sassoon. These buildings, along with others of a similar character, will always recall to the minds of the present and the future generation your untiring efforts for the mitigation of suffering of humanity, and will further serve to spread among the citizens of Poota and elsewhere a greater regard for those noble ideals of philanthropic progress which your august house has already done so much to foster. The members of the Jewish community in Poota cannot forego this opportunity of expressing their deep sense of anxiety at the prolonged illness of Mrs. Sassoon, your noble, devoted wife, who so appropriately helps you in carrying out and furthering your charitable views. They earnestly hope and pray that she may soon recover and be restored to her usual state of health, so that she may be able again to take her legitimate place of honour and distinction in all your public activities. In conclusion, Sir, we earnestly pray to the All-Wise Providence that He may spare you and Mrs. Sassoon long to be the much honoured leaders of the Jewish community in this country, and that He may ever bless you both with health and prosperity to enable you to continue to work with unabated zeal for the religious, industrial, philanthropic and educational progress of the Jewish community in this country.—We beg to remain, Sir, Your loyal and devoted co-religionists of Poota.

AN IMPERTINENT FITTER.

EFFECT OF INTERPRETATION.

8th inst.

Hang Un, a fitter, employed by Messrs. Cornell and Company, electricians, 87, Praya East, was the means of causing some disturbance at the workshop yesterday, and according to Mr. W. H. Manners, an electrician of the firm, the fitter was doing his best to get the other men to go on strike. There is a rule in the workshop to the effect that all fitters going to the lavatory must first obtain permission from the electrician on duty. Yesterday, before the engines could be started, the fitter disobeyed the rules of the shop, and went to the lavatory, where he remained for nearly half an hour, delaying the work in the shop. When the fitter came back he was reprimanded by Mr. Manners. The fitter got abusive, refused to return to work, nor would he leave the premises. He demanded his wages, and on being refused, used insulting language and attempted to get the others to throw down their tools. The conversation which occurred between the electrician and the fitter was carried, on through an interpreter, but it later became known that things of any importance were carefully kept back by the wily interpreter. When asked why he did that the interpreter said: "How can I speak to the men like that when I am a fitter myself?" The fitter was then given an order to go to his home. Mr. H. H. J. Gompertz, at the Police Court this morning.

The interpreter was called and examined, and it was learnt that, when told to interpret, "If you don't want to work, leave the premises," he made a blunder of it giving the fitter to understand that he was "no good and that his services were not wanted." Naturally the man asked for his wages. He demanded his wages, and on being refused, used insulting language and attempted to get the others to throw down their tools. The conversation which occurred between the electrician and the fitter was carried, on through an interpreter, but it later became known that things of any importance were carefully kept back by the wily interpreter. When asked why he did that the interpreter said: "How can I speak to the men like that when I am a fitter myself?" The fitter was then given an order to go to his home. Mr. H. H. J. Gompertz, at the Police Court this morning.

PRISONER ESCAPES FROM CUSTODY.

INDIAN POLICEMAN CHARGED.

8th inst.

Indian Policeman No. 719 appeared before Mr. F. A. Hazeland, at the Police Court, this morning, charged with neglecting his duty, and was held in \$50 bail for examination on the 18th inst. Yesterday morning Mr. Hazeland convicted a coolie for theft and sentenced him to three weeks' hard labour and six hours' stocks. Policeman 719 was deputed by the inspector on duty to see that the stocks sentence was carried out. The Indian took the convicted man down to the stocks and stood guard over him. When the coolie had done three hours in the stocks he turned to the Indian constable and said that he wanted to go to the public latrine. The policeman got the man out of the stocks, went a bit farther by releasing one hand of the coolie from the handcuffs and marched him to the latrine. The coolie entered, while the policeman waited at the eastern door. He waited for a considerable length of time and finding that there were no signs of the coolie he went in to investigate, when to his surprise he discovered the latrine was empty. His man had escaped through the western door of the latrine, taking with him a pair of Government handcuffs. The Indian reported the matter to his superior officers and he was given time to recapture the man and, failing, he was therefore charged.

THE MACAO-CANTON RAILWAY.

The S. C. D. Journal (Shanghai) published the following report on 2nd inst. It will be recalled that the *Hongkong Telegraph* was in the position to give an official denial to the Chinese Government's statement that the construction of the Macao-Canton railway, to be capitalised by Chinese and Portuguese merchants equally, was signed three years ago, but nothing had been done owing to the unsuccessful efforts of the Portuguese to raise their share of the required capital. Recently in reply to inquiries from the Chinese Government, the Governor of Macao stated that the Portuguese, who had gone home to raise the necessary capital, had been cabled to the effect that all the shares have been subscribed and that they will return to Macao some time next autumn to make arrangements for the actual commencement of work next spring.

CHUNGCHUES NEAR DALNY.

OFFICIAL NEWS.

An official report, dated the 24th ult., states that on the 22nd 300 Chungchues raided Pitsoo. Many inhabitants of the city were robbed and assaulted, and six houses were totally and six others partially burnt down. A volunteer force has been organised under the command of a police-inspector. The report, dated the 25th ult., states that the bandits went out to sea. Torpedo-boat No. 32, with a police-inspector and an interpreter on board, has been sent out for the protection of Pitsoo in response to the application of the authorities.

Another dispatch of the 27th says that on the morning of that day the Chungchues attacked the police-station of Lao-ku-shan. Six policemen fought bravely for two hours, and eventually drove the bandits off. During the fighting a Chinese policeman was wounded in the leg, and two Japanese were killed. The wife of a Japanese policeman was carried off by the marauders, and several Chinese are also missing. The bandits retreated in the direction of Taikansen, and a force of police and troops has advanced in pursuit to Lao-ku-shan. The police and troops patrolled the Changshan Islands and other places, but found everything quiet.

The last dispatch, dated the 28th, states that the pursuing party encountered about 400 Chungchues at Meichatun, and after desperate fighting the Japanese woman was rescued. Three or four bandits were wounded. The party encamped at Meichatun, where they spent the night, and are to resume the attack on the Chungchues in the district between Kinchoon and Meichatun, continuing their operations until the whole district is cleared.—*Japan Chronicle*.

A COOLIE, who undoubtedly preferred gao to being at large, walked into a match at Glen-ealy on Sunday while the workmen were about the premises and removed a basket containing \$6 worth of clothing, and got treated before he could leave the shed. His wish has been granted by Mr. Gompertz to the extent of twenty-one days with a few hours' stocks thrown in for luck.

A FLOUR MERCHANT'S FAILURE.

FAILURE.

9th inst.

In Bankruptcy Jurisdiction this morning, his Honour Sir Francis Pigott, Chief Justice, presiding, public examinations were heard in the following cases:

In the case of Kwan Yu Yee Hop Kee Sze Po Wan, examined by Mr. G. H. Wakeman, Official Receiver, said he was a partner in the bankrupt firm. They were dealers in flour, and also sent goods to California. He had a partner named Li Wing Kwong. They commenced business about ten years ago. He took over the business then, but the business had been going on before. He bought it from one Li Yu Hing. He did not remember how much he paid for value, which he thought was about \$10,000. He got a receipt for the money, and one of his *fohks* kept it. His partner Li Wing Kwong took his place. He moved into his present place of business the end of January. When he moved into the new premises the *fohks* thought the old books were no use so they sold them. He did not inquire to whom they sold them, and he did not know how much they sold for. He had accounts to show his liabilities at the end of last year, because the accounts were transferred to the new books before the *fohks* sold the old ones. He then owed over \$10,000. He did not know how much he had paid, but he could tell by referring to his books.

Mr. Wakeman: Did you owe more money than was owed to you?

Witness: Our shop was heavily indebted.

Mr. Wakeman: Insolvent?

Witness: Yes.

Mr. Wakeman: Is that why you destroyed your books?

Witness: No; the *fohks* thought they were no use, so I sold them as I told you.

Mr. Wakeman: How do you account for your bankruptcy?

Witness: Two of my creditors brought actions against me, so I thought it fair to throw the whole matter into bankruptcy, so that all creditors might get an equal dividend.

Mr. Wakeman: What was the cause of your bankruptcy?

Witness: Business losses in flour transactions. We sent goods to Australia to the extent of \$8,000—that was a good debt.

Mr. Wakeman: In your statement you have a large number of debts which you say you cannot trace?

Witness: The debtors have gone to California, and I don't know their addresses.

Mr. Wakeman: They are bad debts, then?

Witness: Yes, because I don't know where they are. After I filed my petition my creditors advised me to withdraw it, as they said we were good friends, and it was a debt in business only.

Mr. Wakeman: They all advised you?

Witness: Yes.

Mr. Wakeman: What all the 123 creditors?

Witness: I mean all the local creditors.

Mr. Wakeman: What dividend do you expect to make them on the withdrawal?

Witness: I do not know, because I had not considered it.

Li Wing Kwong, the second partner in the bankrupt firm, then testified along the lines of the last witness.

The examination was here adjourned.

INDIGO TRADER'S BANKRUPTCY.

Wong Yik, examined by Mr. Wakeman, said he was a travelling trader, and had a house at No. 321 Queen's Road, Central. His business was in indigo dye.

Mr. Wakeman: How do you account for your bankruptcy?

Witness: Because my partner Li Sing brought an action against me.

Mr. Wakeman: Do you own some houses with Li Sing?

Witness: Yes, I have a third share, with Li Sing, and Sze To Sing, a third share each, also. There is a mortgage on those houses for \$20,000.

Mr. Wakeman: And isn't there a second mortgage for \$35,000?

Witness: Yes, there is, and that is due to the balance of a security to foreign firms.

Mr. Wakeman: You put down in your statement \$100,000.

Witness: Yes, that was the balance due.

Mr. Wakeman: And do you calculate that you are only going to pay \$10,000?

Witness: Yes; according to my calculation that is all I am liable to pay.

Mr. Wakeman: Have you been released from that security?

Witness: No.

Mr. Wakeman: Then you are still liable for the \$15,000?

Witness: Yes.

Mr. Wakeman: Then there is also a third mortgage on those houses; is there not?

Witness: I do not know.

Mr. Wakeman: Haven't you given your partners a mortgage for \$18,000 on the property?

Witness: Yes.

Mr. Wakeman: Did you receive the money?

Witness: No, I did not receive any money.

Mr. Wakeman: Then why did you sign the mortgage?

Witness: The money was paid to the foreign firm as security, and my partners insisted on my giving them a mortgage of \$18,000, that was \$9,000 each.

Mr. Wakeman: Then your equity of redemption at the present time is worth nothing?

Witness: It is only mortgaged for \$30,000 altogether.

Mr. Wakeman: But the three mortgages amount to \$73,000 odd.

Witness: But some is only security, and some has been paid. And what about all my partners' debts to me?

Mr. Wakeman: Are the two amounts of \$9,000 each you put down in your statement, as due, on promissory notes, the same as those you gave the mortgage for?

Witness: Yes.

Mr. Wakeman: Have you got those promissory notes back?

Witness: They have not given them back to me.

Mr. Wakeman: Have you any other property than that mentioned in your statement?

Witness: No; I have none.

Mr. Wakeman: No property in China?

Witness: No, I have no property in China.

Mr. Wakeman: Have you not had any property there within the last two years?

Witness: No, not within the last two years.

Mr. Wakeman: Did you not divide some property there between you sons?

Witness: Yes.

Mr. Wakeman: When was that?

Witness: In November, 1904.

Mr. Wakeman: Then that was within the last two years. Why did you divide that property?

Witness: Because I had to take some money from the Ancestral Funds, and on account of sickness my creditors advised me to let my sons have the property.

Mr. Wakeman: What was the property?

Witness: Land and houses.

Mr. Wakeman: Had you any other property?

Witness: Yes, but I sold it before for \$20,000.

Mr. Wakeman: To a relative?

Witness: Yes, a relative; my son married his daughter.

Mr. E. J. Grist, of Messrs. Wilkinson and Grist, appearing on behalf of some of the creditors, cross-examined witness, who said that twenty years ago he bought some property, and he did not inherit it.

Mr. Grist: Yes, and you paid \$17,000 to build a house?

Witness (laughing): No, no, I didn't; I spent about \$4,000. I borrowed about 2,000 for the purpose of building the house. In the year 1905 I drew the loan.

Witness, continuing, said he had repaid about \$800 of that loan, but he had not paid anything to the Ancestral Fund. The property was his own now, as he had been advised to hand it over to his sons and had done so. He was advised by the trustees of the Loan Fund to make it over. They were his creditors. He made it over to them in November, 1904. This was 27 this month, and resided at Lao Tong village. He paid the interest on the loans, but he did not send witness any money at all, as the income from the estate was barely sufficient to pay the interest.

Mr. Grist: If all the debts were paid off would he send you any money?

Witness: It is very difficult to say what might happen in the future.

Mr. Grist: Quite so; but if all was paid off you would be entitled to receive something from the estate?

Witness: But it is too heavily in debt.

Mr. Grist: Quite so; but when you borrowed the money in the country were you solvent?

Witness: I was in debt.

Mr. Grist: And when you made the property over to your sons were you insolvent?

Witness: I was heavily in debt when I borrowed that money.

Mr. Grist: So heavily, in fact, that you had no prospect of getting out of it?

Witness: Well, I hoped to make some profits out of the business.

Mr. Grist: And did you?

Witness: Business was bad, and did not make any profit.

Mr. Grist: When you assigned the property to your sons, in reality it still remained yours, did it not?

Witness: No, my son bought it.

Mr. Grist: Where did your son get the money?

Witness: His mother and he arranged it, they know all about the matter.

Mr. Grist: How much was paid for the property?

Witness: Over \$36,000.

Mr. Grist: Afterwards it was sold, and what became of the money?

Witness: My son handed the money to the foreign firm.

Mr. Grist: How much did he hand over?

Witness: \$12,000.

Mr. Grist: But you have just said the property was worth \$36,000.

Witness: But my son's share was \$12,000.

The Chief Justice: It seems pretty clear that the property is really this man's and the son's name is being used to cover him. The question is what can you do?

Mr. Grist: The Ordinance, my Lord, says it comes that where a bankrupt has property out of the jurisdiction of this Court, and after being ordered by the Court to assist in securing it, he neglects or declines to do so, he is liable for contempt of Court. I propose to ask him a few more questions and then ask for an adjournment, to enable me to make further inquiries.

Mr. Grist (to witness): Where did your wife get the money to give your son?

Witness: She held a winning ticket in the "W. I. Sing" lottery.

Mr. Grist: How much did she win?

Witness: About \$10,000.

Mr. Grist: Did she have many winning tickets like that?

Witness: Yes, she had several.

Mr. Grist: Lucky woman; has she any more lucky tickets?

Witness: If she is speculating in the lottery now or not it is a matter I do not know anything about.

Witness was examined further as to properties he had owned in Hongkong, and which he had sold for various reasons of indebtedness, and the examination was adjourned *sine die*.

UNREMARKABLE BOARDING-HOUSE.

Debtor (Mrs. Bamsey) said she was lately carrying on a boarding-house at No. 5, Caine Road, where she started in June, 1904, leaving Morrison Hill. She had \$500 in cash, and furniture which was bought by subscription. She was not paid for her last three months, and so she went to Caine Road, and the business did not pay there. It had not at any time paid. She had never kept any books. The total amount of her debts was \$5,300. She had no other property besides the furniture in the house. The largest creditor was Woo Cheong. She owed them over \$600. She had not paid them anything on account. She had only two boarders; she did not think she had more than four. She did not think she would ever be able to pay this money.

This closed the examination, and an adjudication order was made, on the application of Mr. Grist.

A BANKRUPT FISHERMAN.

Leung Chin Ying said he was a fisherman, but he used not to go to sea till last year. He owned a junk for the last three years, and since last year he had been captain of her. Before he had a fish shop at Shaukiwan. He had that shop for ten years, and it might have paid—he was a small profits, but some of his debtors absconded, so he sold the business and went to sea. He paid \$400 for the junk, and a further sum of \$400 for repairing her. He had a large number of debts due to him from his fisherman. He supplied them with goods, and also made them cash advances. They always promised to pay, but put him off from time to time. Those debts were incurred before he went to sea. He thought there was a good chance to recover them, "because yesterday, when I went to them with your notice," continued witness to Mr. Wakeman, "they promised to pay, because, you see, your notices are very effective ones." (Laughter.) Mr. F. X. d'Almeida, a Clerk, applied that the debtor be adjudicated bankrupt, the examination being closed. Mr. Wakeman having no objection, the order was made accordingly.

THE O.S.K. FOREIGN CAPITAL.

LOAN OF TEN MILLIONS.

Some time ago the Osaka Shosen Kaisha entered upon negotiations with a foreign capitalist for a loan, but negotiations were suspended because the Ship Mortgage Bill was not introduced into the Diet, as anticipated last session. We are informed by the *Yomi* that negotiations have recently been re-opened between the Company and the Credit Mobilier for a loan of ¥10,000,000 from a London syndicate, and it is believed these negotiations will be successful.

The money will be used for the redemption of the 6 per cent. debentures and for extending the fleet.

H. B. THE GOVERNOR.

"AT HOME."

9th inst.

His Excellency the Governor, Sir Matthew Nathan, K.C.M.G., was "at home" yesterday afternoon at his summer residence, "Mountain Lodge," the Peak, and, as usual, afforded his guests a most delightful time. His Excellency, accompanied by his aides-de-camp, Captain Smith and Captain Coleman, received the visitors on the lawn outside the entrance to the Lodge, and passed them on to where the tennis courts and croquet lawns awaited their appropriation, and where many sets of both enjoyable games were indulged in. In all there were some 250 visitors, many of them preferring a gentle promenade upon the lawns, listening to the choice airs played by the band of the Royal West Kent, under Bandmaster Mr. Kelvey, which was in attendance. His Excellency and his aides-de-camp were, as ever, indefatigable in looking after the entertainment of the guests, and while there was absolutely nothing lacking in that respect, the absence of Captain Arbutnot-Leslie, A.D.C., now on leave in England, was much felt by those who knew him best.

THE UNITED ASBESTOS ORIENTAL AGENCY, LTD.

ANNUAL MEETING.

9th inst.

At the tenth annual general meeting of shareholders in the above-mentioned company which was held at noon, to-day, in the offices of Messrs. Dodwell and Company, the following gentlemen were present—Messrs. E. H. (Chairman), A. Denison, J. Denison, J. Skinner, E. G. Barrett, A. Ritchie, and E. R. Edwards, secretary.

The Secretary read the notice calling the meeting, after which

The Chairman said:—Gentlemen,—With your permission I propose taking the report and accounts as read. The profit we have been able to show this year, although slightly less than that of the previous twelve months, we consider satisfactory, in view of the keen competition and general depression in trade. I do not think the accounts call for much explanation—the profits on the sales are some \$17,500 more than last year, but the expenses have increased by approximately this amount. The increased expenditure is partially due to the initial cost of opening in Singapore, but we consider the money well spent as we have good reason to believe that we have a valuable source of income to the company in the future. Your general managers have not considered it necessary to write down the value of the launches as they already stand in the books at a very low figure, they have however written off 1652.16 for depreciation of furniture and fittings. The stock as usual has been very carefully taken and checked and due allowance made for depreciation. Before proposing the adoption of the report and accounts I shall be pleased to answer any questions to the best of my ability. There being no questions asked.

The Chairman proposed the adoption of the report and accounts.

In seconding the motion, Mr. A. Denison said that while there were present he would call the attention of the general managers for considering the advisability of in some way doing away with the Foundation shares. The company like that one kind of shares ought to be sufficient. He would be glad if the general managers would consider the matter.

The Chairman said that Mr. Denison's suggestion would be considered by the general managers.

The motion for the adoption of the report and accounts was then put before the Board and was carried unanimously.

Mr. A. Ritchie proposed that Mr. W. H. Potts be re-elected the Company's auditor for the ensuing year.

Mr. F. Skinner seconded.

The Chairman: That is all the business before the meeting, gentlemen. Thank you for your attendance.

That ended the meeting.

A CARELESS JEWELLER.

9th inst.

Hung Cheuk Shan, alias Kwan Shing, a silvermith, of No. 12, Peel Street, was arraigned before Mr. H. H. J. Gompertz, at the Police Court this morning, charged with larceny, by billie, of two gold curb chains, two silver curb chains, two gold brooches, two silver brooches, one silver watch and one silver chain, valued at \$111, the property of Mrs. Elizabeth Stainfield, of No. 55, Leighton Hill Road. The defendant pleaded not guilty to the charge. Mr. Stainfield, sworn, declared that he had known the defendant for several years. He formerly kept a jeweller's shop in Wellington Street. She lost sight of him for a year, but during the latter part of May of this year the accused called at her house and asked for work, saying that he had re-opened his business in Wellington Street. He had said that she had nothing to give him then, but he would return in a day or so she might be able to give him something to do. On 2nd June the accused called and complainant handed him the jewellery mentioned above to be cleaned. The defendant inquired if complainant was in a hurry for the work to be done, but she replied that if the work was completed in a week's time she would be satisfied. Accused replied that that would suit him also as he would be down that way in a week's time, having to return some work for Jardine's. The week came and went, in fact a month passed and there were no signs of the defendant. Complainant sent her sons to ask the accused to return the jewellery, but accused would not deliver up, averring that complainant trusted him. Exasperated by the conduct of the accused complainant, in company with a European policeman, went to the address given by the defendant, and the only satisfaction they could get was that accused had nothing to do with the business. She accordingly swore out a warrant yesterday, and hearing of that defendant turned up at the lady's house last evening with the trinkets. "I refused to take them," continued Mrs. Stainfield, "telling him I told him to come with me to the Station as it would make matters light for him." The complainant went on to say that she found accused a very honest and straightforward man in the past. "I would therefore ask your Worship to deal very lightly with him, under the circumstances," concluded Mrs. Stainfield.

CONSIDERATE PROSECUTRIX.

The defendant said that he went to Canton. He did not do the work, but gave it to others to do. He called a witness to prove that he was an honest man and to corroborate his statement.

His Worship: It appears to me now that defendant was only careless.

Complainant:—Yes, your Worship. The only thing that aroused my suspicions was when he refused to hand over the goods. He carried on a very large business before, but is now bankrupt.

The defendant was ordered to be discharged.

GAMBLING RAID.

COOLIE'S LONG DROP.

9th inst.

A gang of police officers from No. 3 Police Station, armed with a gambling warrant, raided a house at No. 9, Tik Lung Lane, Wanchai, at ten o'clock last night. The officers made their way to the third floor of the building and as soon as their presence became known to the gamblers there was a stampede and confusion reigned in the flat. Coolies rushed in all directions to evade arrest, but were secured, many crossed to the adjoining flat by climbing over the verandah, while one coolie in particular, wild with fright, dashed to the balcony and leaped over the verandah into the street below, where there was some excitement. In all, the police secured fourteen men, and after their names had been asked together, they were taken below on *roofs* to the station. The coolie, who jumped over the verandah, was found lying in the gutter below, and he was removed to No. 3 Station, many thinking that he would soon die. On arrival at the station the man was attended to temporarily and it was discovered that, although he had taken a very severe fall into the street, the only injury he had sustained was a broken ankle. He was removed to hospital. The fourteen men were brought before Mr. F. A. Hazeland, this morning, at the Police Court, two of the gang charged with being keepers of a gambling house and the others with gambling. The two alleged keepers were fined \$100 each, while the remainder got off with \$3 each.

CARELESS TRUCKMEN.

RULE OF THE ROAD DISOBEYED.

9th inst.

Mr. E. Van Eps, proprietor of the Brown Jones establishment of undertakers, arraigned three truck coolies before Mr. H. H. J. Gompertz, at the Police Court, this morning, on a charge of careless driving on the Praya East this morning thereby damaging his carriage.

The complainant said that about seven o'clock this morning he was in his carriage going eastward along the Praya East. Witness was driving, but he was not going at a fast pace. The defendants were in charge of a truck, also going eastward. When the carriage got abreast of defendants' truck—he was passing the truck on the right-hand side of the road—the defendants suddenly turned the truck around. In consequence of that complainant had to drive the carriage against a telephone post to get out of the way. The wheels of the truck collided with the wheels of the carriage, scraping off some of the paint. Continuing, the complainant said that if he had not got out of the way in time the wheels of the truck would have broken his horses' legs. It was also said that there was no room on the left side of the Praya to enable a tramcar to pass a vehicle. The Chinese preferred running on the right side of the road because they can see when a car is approaching them. Those who travel on the left-hand side of the road—as did the defendants—take fright at the least noise they hear behind them, and dash to the opposite side of the road, regardless of what is approaching in the direction they are proceeding. The defendants said that it was complainant's fault. He was driving at a runaway rate and when he got abreast of the truck he applied the whip to the horses. His Worship held that the defendants were ignorant of the rule of the road. He would fine them \$3 each, as there was no damage done to the carriage, and bound them over in the sum of \$100 to be of good behaviour for one year.

SINGAPORE'S PRIDE.

The pride of the Colony, writes the *Singapore Free Press*, has had another tribute known. We have known of the just sense of our own importance. Our shipping statistics put us high in the list of the ports of the world, and nobody disputes the fact that the Malay Peninsula turns out over half of the tin of the whole world. We had thought that an event like the Government acquisition of Tanjong Pagar, the next biggest event to our separation from India, would have had in London the notice it certainly deserved. When an ex-Chancellor of the Exchequer came out to preside over our Court of Arbitration, and an array of His Majesty's Counsel learned in the law, a cohort of engineering and statistical experts and a phalanx of Parliamentary reporters assembled here to assist in the proceeding, naturally we took this to be an event of the greatest importance in the history of our presumption is chastised; our pride is abased. From that great journal, the *Times*, the event gets no more notice than is given to a hen's extra feat in egg production, or to the periodical gooseberry of the usual dimensions. The *Times* do not of itself condescend to ascertain anything about the event that brought Sir Michael Hicks Beach, as he then was, half round the world to exercise high judicial functions in Singapore. But it goes as far as to stoop to "scissors" out of a Liverpool journal a tiny paragraph about the Great Arbitration Award which was delivered in London and therefore almost at the very doors of the *Times* Office. Nay more, it puts this paragraph as a mere "fill-up" at the foot of a column, as a further testimony to its extreme unimportance. This is all the *Times* has to say; and, even then, it does not say

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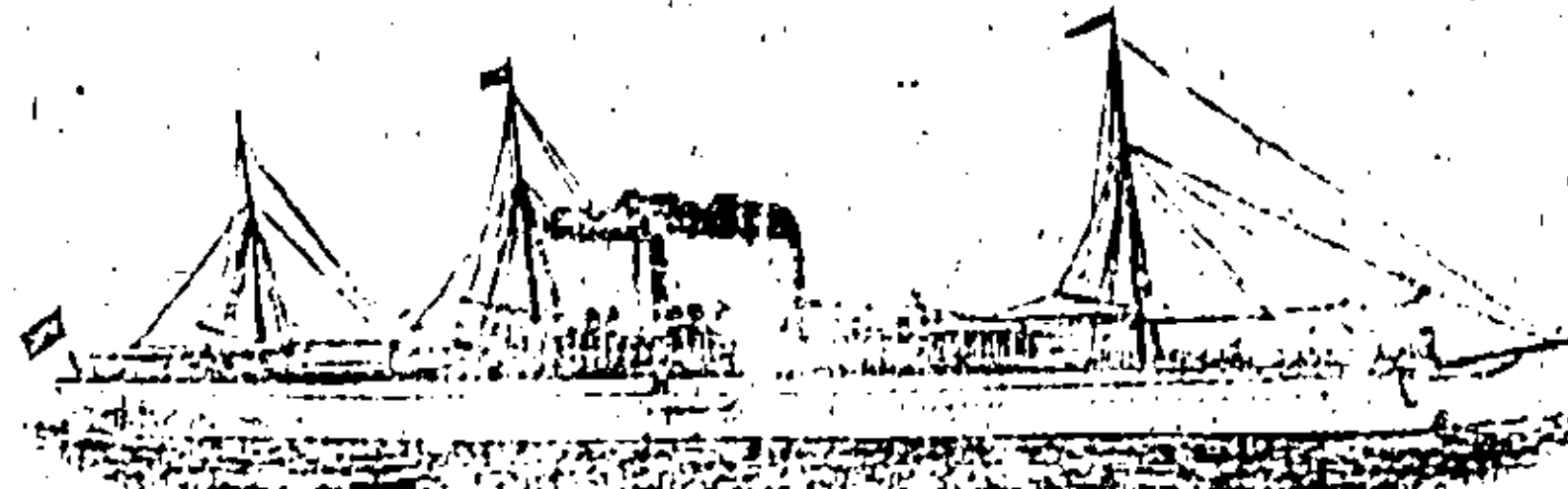
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CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



Luxury—Speed—Punctuality.

The only Line that maintains a Regular Schedule Service of under Eleven Days across the Pacific is the "Empress Line." Saving 5 to 10 Days' Ocean Travel.

11 Days YOKOHAMA to VANCOUVER. 18 Days HONGKONG to VANCOUVER.

PROPOSED SAILINGS.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
R.M.S. "EMPERESS OF INDIA".....	1,000	THURSDAY, August 3	September 17
"ATHENIAN".....	3,882	WEDNESDAY, September 5	September 29
"EMPERESS OF JAPAN".....	6,000	THURSDAY, September 27	October 15
"MONTEAGLE".....	6,163	WEDNESDAY, October 3	October 27
"EMPERESS OF CHINA".....	6,000	THURSDAY, October 25	November 12
"TARTAR".....	4,475	WEDNESDAY, October 31	November 24

"EMPERESS" steamers will depart from Hongkong at 4 P.M. Intermediate steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and Quebec with the Company's New Palatial "EMPERESS" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 24 days, from YOKOHAMA, and 28 days from HONGKONG.

Hongkong to London, 1st Class.....\$14 St. Lawrence \$60. Via New York \$62.
 Hongkong to London, Intermediate on Steamers.....\$40.
 Steamers and 1st Class on Railways.....\$42.
 R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only, at Intermediate rates, affording superior accommodation for that class. Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to
 D. W. CRADDOCK, Acting General Agent,
 Corner Pedder Street and Praya.

Hongkong, 11th August, 1906.

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"
 Captain T. AUSTIN, R.N.R.

THIS Steamer departs from Hongkong on Week Days at 7.30 A.M., and on Sundays at 8.30 A.M. Departs from Macao on Week Days at 2.30 P.M., and on Sundays at 6 P.M., tide permitting.

FARES:—Week Days, 1st Class, including Cabin and servant, Single \$3; Return Ticket, \$5; 2nd Class, \$1; 3rd Class, 50 cents.

SUNDAYS ONLY.

1st Class—Single, \$1; with Cabin, \$2.
 1st Class—Return, \$2; with Cabin, \$3.
 3rd Class—Single, 40 cents; Return, 60 cents.

Steerage—20 cents each trip.

All Meals can be supplied on Board at \$1 each Meal.

First Class Passengers, who do not care to return on the Excursion Sunday, will be allowed to do so the following day (Monday) on production of the Return Half Ticket. Should the Steamer not run on the Monday, owing to the Boiler cleaning, due notice will be given by the Captain, and the Half Ticket will be available for the following day.

The Steamer is lit throughout by Electricity. The Steamer's wharf at Hongkong is at the Western end of Wing Lok Street.

SAM WANG CO.

Hongkong, 11th August, 1906.

[17]

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG CHOW".....1,309.....T. R. MEAD.
 "KWONG TUNG".....1,238.....I. W. WALKER.

Leave Hongkong for Canton at 9 every evening (Saturday excepted).
 Leave Canton for Hongkong about 5.30 o'clock every evening (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey.....\$4
 Meals.....\$1 each.

ALSO

Excursions to MACAO every SATURDAY, at 6 P.M., and every SUNDAY at 8 A.M., returning on SUNDAY at 10 A.M. and 6.30 P.M.

FARES

1st Class single \$1 with cabin berth.....\$1.00
 " " return \$2 " " ".....\$2.00

Servants' passages must be paid for. Breakfast, Tiffin and Dinner \$1.00 each.

The Wharf in Hongkong is nearly in front of the new Western Market, opposite the old Harbour Office.

SHIU ON S.S. CO., LD., and
 YUEN ON S.S. CO., LD.,
 No. 8, Queen's Road West.

Hongkong, 3rd August, 1906.

[18]

Mails.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR

SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG;

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS;

ALSO

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
PRINZ REGENT LUITPOLD.....	WEDNESDAY, 15th August.
PRINZ EITEL FRIEDRICH.....	WEDNESDAY, 29th August.
SACHSEN.....	WEDNESDAY, 12th September.
PRINZ HEINRICH.....	WEDNESDAY, 26th September.
GNEISENAU.....	WEDNESDAY, 10th October.
PRINZ LUDWIG.....	WEDNESDAY, 24th October.
PRINZESS ALICE.....	WEDNESDAY, 7th November.
PREUSSEN.....	WEDNESDAY, 21st November.

ON WEDNESDAY, the 15th day of August, 1906, at Noon, the Steamship PRINZ REGENT LUITPOLD, Captain H. Kirchner, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 13th August, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 14th August, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 14th August.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardses. Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA & GIBRALTAR.....	\$61. 0. 0.	\$42. 0. 0.	\$22. 0. 0.
Return.....	91. 0. 0.	63. 0. 0.	33. 0. 0.
TO SOUTHAMPTON, LONDON, BREMEN and HAMBURG.....	65. 0. 0.	44. 0. 0.	24. 0. 0.
Return.....	97. 0. 0.	66. 0. 0.	36. 0. 0.
TO NEW YORK VIA SUEZ.....	61. 0. 0.	45. 0. 0.	26. 0. 0.
VIA NAPLES, GENOA OR GIBRALTAR.....	115. 0. 0.	79. 0. 0.	47. 0. 0.
Return.....	183. 0. 0.	121. 0. 0.	74. 0. 0.
VIA BREMEN OR SOUTHAMPTON.....	68. 0. 0.	46. 0. 0.	27. 0. 0.
Return.....	123. 0. 0.	83. 0. 0.	49. 0. 0.

In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and travelling to Bremen or Southampton overland the SAME RATES TO BE APPLIED AS VIA NAPLES, GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

TOUR VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co. from SINGAPORE TO CALCUTTA, instead of an Imperial Mail steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

Interruption of the Voyage in Egypt:

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from Alexandria to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR MANILA, SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration.)

STEAMERS.	Tons.	SAILING DATES.
WILLEHARD.....	4,763	TUESDAY, 21st August.
PRINZ WALDEMAR.....	3,227	TUESDAY, 18th September.
PRINZ SIGISMUND.....	3,302	TUESDAY, 16th October.

ON TUESDAY, the 21st day of August, 1906, at Noon, the Steamship WILLEHARD, Capt. Obenauer, with Mails, Passengers and Cargo, will leave this port as above. The steamer has splendid accommodation and carries a Doctor and a Stewardses. Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class	Return	1st Class	2nd Class
TO MANILA.....	\$50.00	\$30.00	\$20.00	Return	\$80.00	\$50.00
TO NEW GUINEA.....	\$28.00	\$18.00	\$14.00	Return	\$42.00	\$27.15
TO BRISBANE.....	\$30.00	\$20.00	\$14.00	Return	\$54.00	\$36.00
TO SYDNEY.....	\$31.00	\$23.00	\$15.00	Return	\$59.10	\$41.10
TO MELBOURNE.....	\$34.10	\$24.10	\$16.00	Return	\$62.50	\$44.50
TO YOKOHAMA.....	\$80.00	\$60.00	\$40.00	Return	\$170.00	\$120.00
TO KOBE.....	\$95.00	\$70.00	\$50.00	Return	\$170.00	\$120.00
TO YOKOHAMA & back from KOBE to HONGKONG.....	\$140.00	\$100.00				

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class
TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer.....	\$97. 0. 0.
TO EUROPE VIA AUSTRALIA AND AMERICA.....	96. 0. 0.

From Australia to New York via Vancouver by the C. P. R. Co.'s steamers, or via San Francisco by the O. S. S. Co.'s Steamers, and from New York to Europe by the magnificent express steamers of N. D. L.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

FOR	STEAMERS.	ABOUT
SHANGHAI, NAGASAKI, KORE & YOKOHAMA.....	SACHSEN.....	WEDNESDAY, 15th August.
SHANGHAI, NAGASAKI, KORE & YOKOHAMA.....	PRINZ HEINRICH.....	WEDNESDAY, 29th August.
YOKOHAMA & KOBE.....	PRINZ WALDEMAR.....	WEDNESDAY, 29th August.

* Reaching Yokohama in less than 6 days.

TRANSPACIFIC THROUGH TICKETS FROM HONGKONG.

VIA VANCOUVER OR SAN FRANCISCO TO NEW YORK by the C. P. R. Co.'s steamers, P. M. S. S. Co., O. & O. S. S. Co., T. K. K. and from NEW YORK TO EUROPE by the magnificent Express steamers of the Norddeutscher Lloyd are issued at the following rates:

	1st Class
TO LONDON VIA PLYMOUTH OR SOUTHAMPTON.....	\$62. 0. 0.
TO BREMEN.....	65. 0. 0.
TO PARIS VIA CHERBOURG.....	65. 0. 0.
TO NAPLES, GENOA VIA GIBRALTAR.....	65. 0. 0.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., AGENTS.

Hongkong, 2nd August, 1906.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft. bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyds' surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 506, or 681.

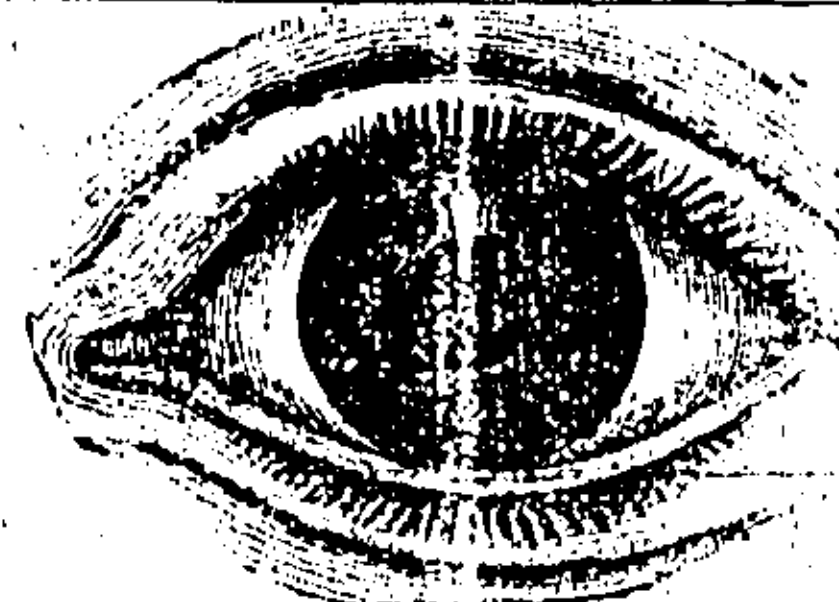
Telegrams, "Dock, Yokohama," Codes A.B. C. 4th and 5th Ed.

Lieber, Scotts, A. 1, and Watkins.

Yokohama, May 23rd, 1905.

[39]

EYES



RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN, 3, PEDDER STREET, HONGKONG.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements. Ask, or write, for Illustrated Booklet on "Defective Sight"—free.

LONDON, CALCUTTA, SHANGHAI,
 21, John Street, Bedford Row, W.C. 5, Bentinck Street, 566, Nanking Road.
 Hongkong, 27th November, 1905.

WEST RIVER BRITISH STEAMSHIP CO.

HONGKONG-KONGMOON AND KAUKONG LINES.

S.S. "TAK HING."

SAILS every SUNDAY, TUESDAY, and THURSDAY, at 7 P.M., for the above Ports. THE ROUND TRIP OCCUPIES ONLY 36 HOURS.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI."

SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 54 DAYS. THE steamers sail from HONGKONG to SHANGHAI, SHUING, TAKHING and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.

Fare for the Round Trip.....\$30
 These steamers have Excellent Saloon Accommodation, and are lighted by Electricity. For further information, apply to—
 BUTTERFIELD & SWIRE,
 AGENTS,
 WEST RIVER BRITISH S.S. CO.,
 HONGKONG.

Hongkong, 23rd December, 1905.

[14]

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE

BETWEEN

JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJILIWONG.	JAPAN	First half August	JAVA PORTS	First half August
TJIMAHU.....	JAVA	Second half August	JAPAN VIA SHANGHAI	Second half August
TJIPANAS.....	JAVA	First half September	JAPAN VIA SHANGHAI	First half September
TJILATJAP.....	JAPAN	First half September	JAVA PORTS	Second half September

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For particulars of Freight and Passage, apply to
 THE HEAD AGENCY
 OF THE
 JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.
 YORK BUILDINGS, 1st Floor.
 Hongkong, 7th August, 1906.

[15]

TUBORG BEER.

A FIRST CLASS PILSENER BEER, guaranteed free from Salicylate, Acids and any other Chemicals.
 PRICE \$10.50 per case of 48 bottles (quart) or 6 doz. pints.

Special Prices for Quantities.

Sole Agents—

SIEMSEN & CO.,

Hongkong, 10th January, 1905.

THE HONGKONG STUDIO.

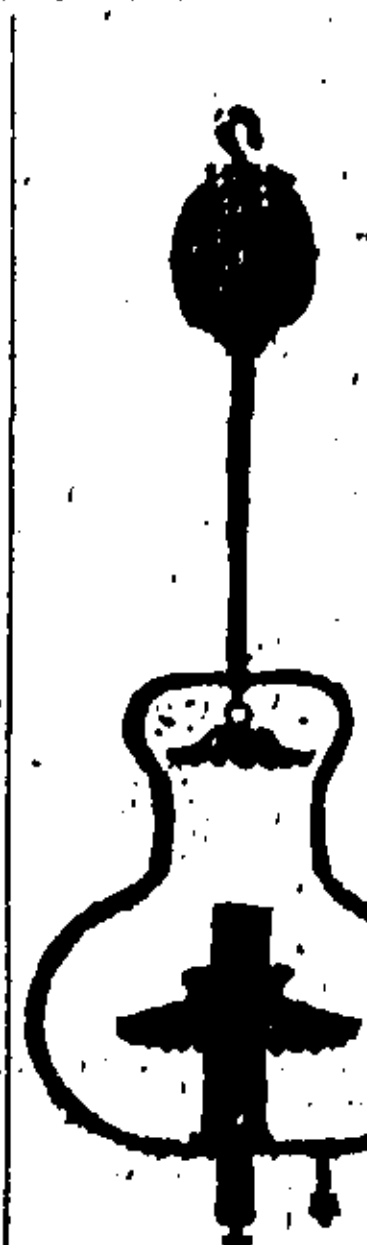
HIGHER CLASS PHOTOGRAPHER, 41 & 43, QUEEN'S ROAD CENTRAL, TOP FLOOR.

PORTRAITS, GROUPS and ENLARGING and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICE VERY MODERATE

Hongkong, 10th September, 1905.



FOR SALE

WELSBACH'S IN-DOOR and OUT-DOOR 4-LIGHT GAS ARO LAMPS.

Do. BOXED LIGHTS.

Do. HARP LAMPS.

Do. MANTLES, CHIMNEYS, GLOBES, SHADES, &c., &c.,

and INCANDESCENT GASOLINE LAMPS of all descriptions from best makers.

APRITHA of the best kind for GASOLINE LAMPS and GASOLINE ENGINES, kept in stock.

TAT KWONG CO.,

100, Des Vaux Road Central

Hongkong, 1st August, 1906.

[59]

Intimations.

SPECIAL.

Powell's

ALEXANDRA

BUILDINGS

Are now showing a
Splendid Variety
of

FASHIONABLE GOODS

at moderate prices.

SUNSHADES

from \$2.75 each.

Smart and Durable.

HOLLAND

and

DRILL

SKIRTS

Well Cut,

Newest Shapes,

from \$5 each.

MUSLIN

BLOUSES

Smart, Dainty.

All Prices.

KID BELTS

White, Black, Reseda,
Navy, Myrtle, Magenta,
Sky, etc.

Latest Shapes,

from \$1.50 each.

LINEN BELTS

will wash splendidly—
can be laundered like
a linen collar.

Adjustable Clasps—

SPECIAL PRICE

\$1 each.

POWELL'S

Alexandra Buildings.

Hongkong, 12th August 1906

Intimations.

K. A. J. CHOTIRMALL & CO.,
8, D'AGUIAR STREET.

NEWLY OPENED SILK STORE.

Indian, Chinese and
Japanese Silk Goods.

Just Arrived.

SOCKS (Linen) TAPES AND
GENTLEMEN'S.

GENTLEMEN'S SILK UMBRELLAS.

SILK KIMONOS, LADIES' BLOUSES
AND SHAWLS.

SANDALWOOD BOXES (INLAIN)

HANDKERCHIEF BOXES, GLOVE
BOXES.

MONEY BOXES, &c.

LINEN HANDKERCHIEFS, JAVA
SERONGS.MANDARIN COATS, COTTON
SHIRTS.

SILK LACE SCARFS AND SHAWLS.

Prices exceptionally cheap.

Inspection earnestly solicited.

Hongkong, 28th May, 1906. [530]

THE HONGKONG, CANTON AND
MACAO STEAMSHIP COMPANY,
LIMITED.

NOTICE TO SHAREHOLDERS.

THE EIGHTIETH ORDINARY HALF-
YEARLY MEETING OF SHARE-
HOLDERS in the Company will be held at
the Office of the Company, Hotel Mansions,
on TUESDAY, the 14th August, at Noon, for
the purpose of receiving a Report of the Directors
together with a Statement of Accounts,
declaring a Dividend, confirming the appointment
of a Director and electing Directors and
Auditors.

The TRANSFER BOOKS of the Company
will be CLOSED from the 1st to the 14th
August, both days inclusive.

By Order of the Board of Directors,

W. E. CLARKE,

Acting Secretary.

Hongkong, 19th July, 1906. [749]

HONGKONG AND SHANGHAI BANK-
ING CORPORATION.

NOTICE is hereby given that the ORDIN-
ARY HALF-YEARLY MEETING OF
THE SHAREHOLDERS in this Corporation
will be held at the City Hall, Hongkong, on
SATURDAY, the 18th day of August next,
at Noon, for the purpose of receiving the Report
of the Court of Directors together with a
Statement of Accounts to 30th June, 1906.

By Order of the Court of Directors,

H. HUNTER,

Acting Chief Manager.

Hongkong, 30th July, 1906. [784]

HONGKONG AND SHANGHAI BANK-
ING CORPORATION.

NOTICE is hereby given that the RE-
GISTERS OF SHARES of the Corpora-
tion will be CLOSED from SATURDAY,
the fourth to the eighteenth day of August next
(both days inclusive), during which period no
Transfer of Shares can be registered.

By Order of the Court of Directors,

H. HUNTER,

Acting Chief Manager.

Hongkong, 30th July, 1906. [785]

HONGKONG AND WHAMPOA DOCK
COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY HALF-YEARLY
MEETING OF SHAREHOLDERS will
be held in the Offices of the Company, Queen's
Buildings, Connaught Road, on MONDAY,
24th August, at 12 o'clock, Noon, for the
purpose of receiving the Report of the Directors
and the Statement of Accounts to the 30th June,
1906.

The TRANSFER BOOKS of the Company
will be CLOSED from the 6th to the 20th
August, both days inclusive.

By Order of the Board of Directors,

THOS. I. ROSE,

Secretary.

Hongkong, 26th July, 1906. [770]

GREEN ISLAND CEMENT COMPANY,
LIMITED.

NOTICE.

IN accordance with Article XVI Section 7
of the Articles of Association the General
Managers have this day declared an INTERIM
DIVIDEND for the half year ending 30th June,
1906, of SEVENTY-FIVE CENTS per Share,
payable to all Shareholders whose names were
on the register on that date.

DIVIDEND WARRANTS may be obtained
on application at the Office of the Company on
and after FRIDAY, the 3rd August.

SHEWAN, TOMES & Co.,

General Managers.

Hongkong, 31st July, 1906. [702]

COLD STORAGE.

THE HONGKONG ICE COMPANY,
LIMITED, have now 40,000 Cubic feet of
COLD STORAGE available at EAST POINT.
Stores will be Open at 10 A.M. and 4 P.M.
daily, Sunday excepted, to receive and deliver
perishable goods.

WM. PARLANE,

Manager.

Hongkong, 22nd June, 1905. [71]

Notice of Firm.

NOTICE.

MR. H. D. NORONHA having left our
employment, the public is hereby noti-
fied that we are not responsible for any order
given by him in our name.

NORONHA & Co.

Hongkong, 7th August, 1906. [814]

Auction.

PUBLIC AUCTION.

THE Undersigned have received instructions
to sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,

on

TUESDAY,

the 14th August, 1906, at 11 A.M., at
their Sales Rooms, No. 8, Des Vaux Road,
corner of Ice House Street,

A NUMBER OF

PHOTOGRAPHIC, PANORAMA and
ENLARGING CAMERAS, KODAKS,
CHEMICALS, GLASS MEASURES,
STUDIO TENTS, DEVELOPING
DISHS, PRINTING FRAMES,
&c., &c., &c.

TERMS:—As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 10th August, 1906. [819]

To Let.

TO LET—FURNISHED.

FROM 1ST OCTOBER TO 30TH APRIL NEXT.

"THE NEUK," MOUNT KELLET, PEAK,
a 6-Room Bungalow, Tennis Court
and Garden.

Apply by letter only to—

HO TUNG,

"Idlewild,"

Seymour Road.

Hongkong, 31st July, 1906. [786]

TO LET.

NO. 2, OLD BAILEY.
Apply to—
ARRATON V. APCAR & Co.,
45, Wyndham Street.

Hongkong, 8th August, 1906. [817]

TO LET.

GODOWN, No. 3, NEW PRAYA, Kennedy
Town.

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.

Hongkong, 1st August, 1906. [79]

TO LET.

A HOUSE IN KNOTSFORD TERRACE,
KOWLOON.

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.

Hongkong, 31st July, 1906. [789]

TO LET.

GODOWN, No. 9, DUNDRELL STREET.
Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.

Hongkong, 30th July, 1906. [781]

TO LET.

SHAMEEN, CANTON.

TO LET.

NO. 2, WEST END TERRACE.
Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.

Hongkong, 5th July, 1906. [703]

TO LET.

"HAYTOR," THE PEAK.
Immediate Possession.

OFFICES IN KING'S BUILDING and

YORK BUILDING.

GODOWNS ON PRAYA-EAST.

A HOUSE IN CLIFTON GARDENS, Con-

naught Road.

A HOUSE IN RIFON TERRACE.

FLATS IN MORETON TERRACE.

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.

Hongkong, 1st June, 1906. [72]

TO LET.

NO. 1, ANTRIM VILLAS, Des Vaux Road,
KOWLOON,
(on the sea front).

A Five-roomed House with a Large Square Hall.

Apply to—

HUGHES & HOUGH,
8, Des Vaux Road Central.

Hongkong, 28th July, 1906. [777]

TO LET.

HOUSES IN MORRISON HILL GAP ROAD.
4 Rooms with necessary Bathrooms and
Servants' Quarters. Cheap Rentals.

EUROPEAN FLATS IN "WILD DELL"

BUILDINGS, No. 147, Wanchai Road. Each

suite contains Bathroom and Kitchen. Very

Low Rent.

GODOWN, No. 9, "WILD DELL" BUILD-

INGS.

Apply to—

PERCY SMITH & SETH,
Accountants and Auditors, &c.,
5, Queen's Road Central.

Hongkong, 24th July, 1906. [767]

TO LET.

TWO GODOWNS at East Point, close to
the Water, suitable for the storage of
any Cargo.

Floor Area 6,100 square feet each.

Apply to—

JARDINE, MATHESON & Co.
Hongkong, 20th January, 1906. [147]

HOTEL MANSIONS.

ROOMS TO LET on the 4th Floor; Un-
furnished, as Offices or Chambers.

Apply to—

THE SECRETARY,
Hongkong Hotel Co., Ltd.

Hongkong, 9th July, 1906. [714]

IMPERISHABLE RICHES.

I dreamed one night an angel came
And stood beside my bed.
In ecstasy I listened while
The angel softly said—
"Strive not for golden wealth, alone,
But ever keep in mind,
The greatest wealth the world can know
Is love for all mankind!"

"Seek not to fill thy coffers while
Thy brother toils in vain—
Seek not to cast another down
That thou may reap the gain.
A helping hand, or pleasant smile
Surpasses wealth untold,
And loving words are richer, far,
Than all earth's glittering gold!"

"Far, far above the vanity of life
Thy soul should lead—
Beyond the sphere of selfishness—
Beyond the scope of greed."
The angel paused—then sweetly spoke
These treasured words to me—
"The measured wealth of every soul
Is love and sympathy!"

—A. O. WELSH.

FRAUDULENT FOODS.

We have all heard (and probably, horrible
thought, tasted) fraudulent meat; but the ver-
satility of America in "doctoring" eatables
is not confined to meat; it extends and
comprehends groceries as well. At the
Congress, Mr. Mann, who is fighting a
thorough good fight for the Pure Food Bill
now before that body, contended that a vast
and increasing amount of fraud was being
practised in groceries. Black pepper is made of
cornmeal and dye; coffee is frequently chi-
cory, sawdust and breadcrumbs; honey merely
glucose. Pepper adulteration is so remark-
ably common that one firm sells the main
ingredient of adulteration, called "pepper
deteriorator" at £4 per ton in five-ton
lots. This stuff mixed with corn-meal and a
certain dye, forms black pepper! The "de-
teriorator" serves equally well for cinnamon,
cloves, or allspice—only a difference in the
formula. One wonders whether the "deteriora-
tor" would not serve for boot-blackening! The
total imports of coffee, of the Mocha and Java
variety, last year, was only 13 million pounds,
but 250 millions of such "coffee" was sold in
America! One might exclaim "How art thou
deteriorated, coffee!" This is not all. There
are firms which offer ready-made formulae for
making whisky and gin. Decomposed eggs are
imported into America, preserved (save the
mark!) with boric acid. Aniline dyes convert
green into red cherries. Machinery oil passes
for choice salad dressing. And so on and so on.
The Daily Telegraph's New York correspon-
dent, who reports the facts, adds: "After the
exposure of the canned goods trade and the
unrest excited by revelations such as Mr. Mann
has given, it is hardly wonderful that Americans
are raising the cry, 'Back to the simple life.'"
As regards food and drink this tendency will
become increasingly manifest until confidence
has been restored by the legislative enactments
now prepared, unless, we might perhaps say,
legislative enactments are also capable of being
produced by some deteriorator process.—Ex.

COMMERCIAL.

TO-DAY'S EXCHANGE.

Selling.

London—Bank T.T.	2/11
To demand	2/11 7/16
Do. 4 months' sight	2/11 11/16
France—Bank T.T.	2/6
America—Bank T.T.	5/4
Germany—Bank T.T.	2/6
India T.T.	15/8
Do. demand	15/8
Shanghai—Bank T.T.	10 1/2
Singapore T.T.	10 1/2
Japan—Bank T.T.	10 1/2
Java—Bank T.T.	10 1/2

Buying.

4 months' sight L/C	2/11 13/16
6 months' sight L/C	2/11 15/16
30 days' sight San Francisco & New York	15/16
1 month's sight do.	15/16
30 days' sight Sydney and Melbourne	2/2 1/16
4 months' sight France	2/6
6 months' sight do.	2/7
4 months' sight Germany	2/6 1/2
Bar Silver	30 5/16
Bank of England rate	31 1/2
Sovereign	94 1/2

A WONDERFUL DISCOVERY.

This is the result of research and experiment, when
all nature, so long neglected, is brought into play
for the comfort and happiness of man. Science has
indeed made great strides during the past century,
and among the by no means least important
discoveries in medicine comes that of "Therapies."
This preparation is unquestionably one of the most
valuable and reliable Patient Medicines
ever introduced, and has, we understand, been used
in the Continental Hospitals by Mord, Kossan,
Chavignat, and indeed by all those who are
regarded as authorities in such matters, including
the celebrated Lallemand, and Roux, by whom it
was some time since uniformly adopted, and that
it is worthy the attention of those who require such
a remedy we think there is no doubt. From the
time of Aristotle downwards a potent agent in the
removal of disease has been the object of search of some
of the greatest minds and far beyond the mere
hourful genius of modern times, the discovery of
this "Therapies" has been made. It is a discovery
of the baser metals into gold is surely
the discovery of a remedy so potent as to render
the falling energies of the confirmed aged in the
one case, and in the other so effectually, speedily
and safely to expel from the system without the
aid, or even the knowledge, of a second party, the
poisons of acquired or inherited disease, the
poisons of the blood, the poisons of the system,
the poisons of the nerves, the poisons of the
senses, the poisons of the mind, the poisons of the
body, the poisons of the soul, the poisons of the
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Hongkong, 11th August, 1906.

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The Hongkong Telegraph

HONGKONG, SATURDAY, AUGUST 11, 1906.

ACCELERATED MAIL SERVICE.

It is a small world, this terrestrial globe on which we live, after all, and every day some new departure bears evidence of its being made smaller by reduction of distances and times in traversing them. That being so our readers will no doubt pursue, with as much interest as they will appreciate the importance of, the fast service to be instituted between Hongkong and England via Canada, by which passengers and mails will reach England on the 29th day out from Hongkong—a matter of great consideration to those compelled to "run home" on urgent private affairs, but who are only able to obtain very short leave, as well as to those who cannot leave their business in the Colony for longer than can be avoided. "Home via Canada" has long been a household phrase, but it bids fair to become quite a matter of course that Canada will be the route for home-returning Far-Easterners, with this alternative British route offered them, and which is certainly more enjoyable than that via Suez. Therefore the fact should be of wide interest, not only in this Colony but in China in general, that Mr. J. Craddock, acting agent of the Canadian Pacific Railway Company, has received a telegram from the Head Office at Montreal announcing the fact that an accelerated mail service between Hongkong and England has been arranged with the British Postal Authorities. Under this new fast service the *Empress* steamers will for the present leave Hongkong at 4 p.m. on Thursdays instead of noon on Wednesdays, as heretofore. The first steamer to leave Hongkong under the new arrangement will be the *Empress of India* sailing at 4 p.m. on the 30th instant, to be followed by the *Empress of Japan* on the 27th September, and the *Empress of China* on the

25th October; subsequent sailings to be announced later. The time in transit between this and Yokohama is also being considerably reduced—the run, including stops at Shanghai, Nagasaki and Kobe, being accomplished in well under seven days. The schedule time from Hongkong to Vancouver is under 18 days; and the whole trip through to England will be accomplished in about 29 days. A special fast mail train will be waiting the arrival of the *Empress* boats at Vancouver by which mails and passengers will be carried to Quebec, there joining one of the fine new Atlantic *Empress* steamers (*Empress of Britain* and *Empress of Ireland*, 14,500 tons register) and from there across to Liverpool in something under seven days. The St. Lawrence River route has, apart from its natural beauties, the advantage of considerably lessening the actual ocean voyage, and already the new Atlantic *Empresses* have established a name for their excellent staidness and general sea-going qualities. On the outward voyage the first steamer to leave Vancouver, under the new fast service, will be the *Empress of China*, sailing thence on the 4th September—passenger and mails for her having left Liverpool by the *Empress of Ireland* on the 24th August. The *Empress of China* is due at Yokohama on the 16th September and Hongkong on the 23rd September. This sailing will be followed by the *Empress of India* and *Empress of Japan* at intervals of 28 days, and subsequent departures will be announced in due course. The enterprise of the Canadian Pacific Railroad Company is worthy of congratulation, and what is more to the purpose, of every possible support and encouragement.

LOCAL AND GENERAL.

TENDERS are invited for the erection of a Mortuary at Kowloon.

THE French mail of the 10th July was delivered in London on the 10th inst.

THE next Criminal Sessions of the Supreme Court will be held on Saturday, the 18th inst., at 10 o'clock in the forenoon.

THE Japanese papers state that the authorities have now definitely decided to increase the minimum salary of police constables from Y9 per month to Y12.

It is notified in the *Gazette* that, in pursuance of directions given by His Majesty the King, Sir Henry Spencer Berkeley, Kt., Attorney General, has been appointed one of His Majesty's Counsel for Hongkong.

INSPECTOR Dymond, formerly in charge of Mount Gough Police Station, the Peak, has been transferred to Aberdeen Station, whilst Inspector MacHardy, late of Aberdeen, is now in charge of the Station on the Peak.

His Majesty the King has been pleased to approve of the appointments of the Honourable Mr. E. A. Hewitt to be an unofficial member of the Executive Council of Hongkong and of the Honourable Mr. W. J. Gresson to be an unofficial member of the Legislative Council, vice Mr. C. W. Dickinson resigned.

INSPECTOR Gourlay placed Lo Wing, a hawk, at Yuen Street, Wanchai, before Mr. F. A. Hazeldan, at the Police Court this morning, charged with selling *samsu* in his house without an appropriate licence. The accused was arrested last night. Defendant entered a plea of not guilty, and his Worship allowed the police a remand.

His Honour Sir Francis Piggott, Chief Justice, has, by Commission signed by him, appointed Mr. J. H. Kemp, Deputy Registrar and Appraiser of the Supreme Court, to be a commissioner for taking acknowledgments by married women of the deeds to be executed by them, so long as he shall hold the said office of deputy registrar and appraiser.

INSPECTOR Warnock, of the Central Police Station, arraigned a German miner named Ludwig Holz, before Mr. H. H. J. Gompertz, at the Magistrate's, this morning, on a charge of vagrancy. Defendant said he came to the Colony to get a job. He could get none, and so became destitute. An order was made that he be allowed to enter the House of Detention.

THE master of fishing junk 16,568H was charged before Mr. F. A. Hazeldan, at the Magistrate's, to-day, with failing to exhibit a bright light on board his boat while entering the port last night, and also with being in unlawful possession of a quantity of dynamite and detonators, without a permit. The defendant pleaded guilty to the charges, and was ordered to pay a fine of \$15.

A COOLIE was this morning fined \$10 by Mr. H. H. J. Gompertz, at the Police Court, for testing his bamboo pole on the head of a boy, at West Point, yesterday. The defendant was carrying vegetables along the road. The boy rushed up to his basket, stole some of the vegetables, and bolted. Defendant was alleged to have given chase and lay the lad out with his carrying pole, necessitating his removal to hospital.

A PROJECT is on foot in Bombay to start a New Exchange Bank with a capital of one crore of rupees. Twenty-five lacs have been already taken up, and after half the capital has been subscribed for, the Bank will commence business. Fifty lacs will be the reserve fund. The Bank will be styled the "Union Bank of India" with branches all over the East, especially Hongkong and Shanghai. A preliminary meeting of the promoters was to be convened in Bombay soon after the mail left.

ALONG THE CHINA COAST.

SOME NOTES BY A TRAVELLER.

[Written for the "Hongkong Telegraph".]

INTRODUCTORY.

Let us announce at the outset that these notes are meant only as fragments; that they are in no wise intended to give more than a passing glimpse of some of the things seen, heard and experienced by a not-over-observant traveller as he passes northward from Hongkong, endeavouring especially to reach some of the little-visited places lying between, or near, the major ports—though not altogether neglecting the latter.

It was at first thought to be possible to journey all the way from Hongkong to the first port reached by the regular coasting vessels, viz. Swatow, by a series of trips on native launches. The coast line between Hongkong and Swatow, while in general form suggesting the south-eastern quadrant of a circular circumference, resolves itself upon closer acquaintance into a series of seven indentations, the three more northern ones, Tungao Road and Haimun and Hope bays being considerably smaller than the four southern or western ones, Mirs, Bias, Hong Hai and Hie Che Chin bays. Hong Hai is the largest (about thirty miles wide at its mouth, and extending some twelve miles inland); and contrary to the expectation aroused by its name, the smallest is "Hope" Bay (only eight miles wide at the mouth and extending inland but three miles). This lies due south from Swatow about eight or ten miles, and is, in fact, separated from the latter by what is really, by virtue of being crossed by two fair-sized creeks, not a part of the mainland but a large twin island, the outer promontory of which, shaped like a huge hammer-head, bears the "Good Hope Cape" Lighthouse, whose white gleams stream seaward some fifteen miles, and perhaps it is this beneficent factor which after all justifies the name from the mariner's point of view.

Inland from most of these bays, at distances varying from two to twelve miles, we find several fair-sized settlements, as Buelang, Hailung, Tai Sami (or Swabue), Lufung, Hweilai, Saaleig, and Chaoyang—four of them walled cities, and these with Swabue making five that are occupied by missionaries.

Besides these places—just mentioned, and relatively speaking they are of little or no importance, the only other place which it seemed desirable to visit in our casual survey of the coast before reaching Swatow, was Breaker Point Light, the first lighthouse encountered above Hongkong.

But the plan to reach these places by a series of trips on native launches sounds better when spoken of, and looks easier when studied on the Admiralty chart, than it really proves to be when one actually attempts the initial stages with any desire for certainty in being able to go on without inordinate delay. Though if one had decades of time at his command and were willing and patient he might spend a goodly portion of it in carrying out such a plan of coastwise travel.

So far as it could be ascertained beforehand, the only likely place, omitting Mirs Bay as too near at hand, was Tai Sami or Swabue (spelled—or left of the spit) to which there is a daily launch service from Hongkong—the run requiring eight hours and the start being made at 7 a.m. From Swabue there is the chance of getting a launch to Swatow about twice in ten days, though the service is far from regular.

We mention such details in this case and shall do so for others also, because judging from the difficulty with which definite information has been secured—and that mostly by actual and sad experience, it seems desirable to present data which may be useful to other intending itineraries.

SWATOW.

Entering the outer harbour of Swatow in the early dawn, passing Double Island at least a couple of hours before the residents, who have come down there for a little respite over night, will arise, one passes through a narrow strait into a larger estuary. On the north side of the strait the ordinary waterfront of a Chinese coast city is seen, with its Customs landing, mission compounds, and modern godowns prominent in the foreground. The Customs fore-shore is a large open common, which, though unadorned, affords a veritable boon on a summer's evening to large numbers of natives who crowd there from the close city quarters to catch a refreshing sea breeze. Directly opposite on the south the attractive and comfortable residences of the foreign friends of China appear, built, or rather in some cases "perched," here and there along the rocky shore-ridge one has yet encountered in China. These dark and brownish granite crags in some places assume most curious forms, many of the houses are half hidden by others and by the trees which relieve, to some extent, the rugged character of the hills, and as seen across the clear water dotted by many sailing sampans, and a good baker's dozen of fair-sized merchant ships of various nations, riding quietly at anchor, or turning slowly in a huge arc toward one of the hulks moored along the city's front, the whole picture gives an impression of beauty long remembered. While the southern shore is by far the more picturesque and the northern flat and rather drear and sandy, yet the latter enjoys, during the summer months, a nearly continuous breeze which at about one or two in the afternoon generally stiffens considerably, and bears the significant name of "the Swatow Doctor"—old residents declaring its efficiency, and with considerable truth no doubt, to be superior to a host of real and wise doctors.

Though now a place of perhaps 35,000 people, we understand that some forty years ago it was but a small fishing village and has reached its present importance solely as a result of foreign trade, or at least trade carried in foreign bottoms—and that now it ranks, among the first five ports of South China as a revenue producer for the C. I. M. C.

Having learned these facts, to our surprise as we approached Swatow, we still did not expect

to see thirteen good-sized freight vessels at anchor in the harbour and all working. The disparity between this and the rather inadequate size of the town proper, naturally caused some wonder. But the riddle was soon solved—and no doubt the answer is already well-known to many of our readers—when one came to see the rich and heavily cultivated lowlands lying to the north and east copiously watered as they are by the many branches of the River Han, and learned that about twenty-four miles to the north the crow flies is the city of Chau Chiu (or in Mandarin Ch'ao Ch'au) which is the real centre, Swatow serving simply as its port. Accordingly a trip up the river is planned which proves of considerable interest and is readily accomplished.

THE RIVER HAN.

which begins among the hills of south-western Fukien, and flows with simple modesty almost due south toward the estuary, the narrow entrance to which Swatow finds itself, is to be distinguished from the other river of the same name, a much more pretentious *Kiang*, which rises in south-western Szechwan, and winds its way eastward, through that province, and then southward across Hupeh to form with the mighty Yangtze a junction which is marked by the triple alliance of Han-yang, Hankow and Wuchang. Though affording no comparison with this name sake, so far as mere magnitude is concerned, we venture to think that it presents some worthy charms which the camera and not the pen alone suffices to reveal.

Starting from Swatow at dawn on a typical July day—one sufficiently sun-bright to satisfy the most ardent lover of summer, and yet canopied with drifting masses of white cumulus clouds which serve alternately as shields and reflectors—our sampan passes, thanks to sail as well as pole, through one of the many narrow creeks which decimate the delta, and after some eight miles enters the river proper near the village of Ampu. Here the water broadens considerably and we glide along more swiftly, under increased wind and less frequent clouding.

A few narrow islands now and again reduce the navigable width, but compensate for this inconvenience by the added scenic effects. A sharp turn in the river affords the curious sight of a boat just ahead, bearing due northward, on a slender silver stream, and not far to the west another, only the sails of which can be discerned, ploughing its way due south, apparently through an "unwatered sea," all gloriously golden with maturing rice, and yet both are journeying on the same stream and impelled by the same breeze. This effect, heightened by the clearly reflected image of the first boat, and the variable shadows cast by its turning sails, together with the choppy yellow waves which submerge the hull of the other, the wind causes the rippled grain to toss its heavy head, makes altogether a picture well worthy of our attempted description.

Evidently this river is subject to large rises, for throughout a great part of its length the banks are marked by substantial stone and concrete dykes—the tops of which, at this harvest season, are gaily festooned with countless sheaves of rice yellowing under a July sun. These dykes are frequently supplied with a peculiar sort of water-gate, giving entrance to small canals, leading away into the midst of the cultivated fields—but quickly closed at times of too high water by heavy timbers slid into place in granite grooves.

Some of the rocky beds of the river bank afford quiet pools in an otherwise rapid current, and about them one sees ducks, geese, cows, and even the youthful herders, all enjoying the coolness of a submerged existence; while along the top of the dyke, not far away appear three dark figures silhouetted against the sky—a buffalo cow and two herders, one a mere midge, the animal, by all odds, wearing more covering on its body than its keepers can boast of.

But perhaps the most characteristic thing encountered on the River Han is the peculiar sort of craft used by the Hakka river-men. We have not seen them anywhere else, and never saw them pictured. A high beak-shaped prow with flat sides and angular, not rounded, in's is the most striking feature. Down the steep sloping sides of this beak the p.m in trends as bending nearly three quarters over he pushes the boat ahead by the usual long bamboo braced against his shoulder. The second marked feature is the sail—no proper mainmast being used, but an upward spreading prong of bamboo poles around which at the lower half extends a stiff curved bamboo matting while between the upper and wider part of the prongs a cloth sail is belied into a portion of a truncated cone by the pressure of the wind directly behind. We imagine that this rig is of small efficiency where lacking is necessary, but we can testify from experience that when sailing dead ahead of the wind this curious craft makes no mean headway.

As twilight fades the night becomes radiant with a nearly full moon, and while other less ambitious boatmen rid at anchor, our craft glides silently on, and the traveller lying flat on his back on the prow can star-gaze and muse to his heart's content—his meditations now and again being broken by strains from the lute of some boatman he is passing, which come to his ear as a cross between the notes of a Scottish bag-pipe and the sounds encountered in the streets of Cairo, (with apologies to the former).

By midnight the objective "fa" is reached, and day-break is awaited before setting out to investigate what it affords.

A REMARKABLE CITY: CHAU-CHU-FU.

An early morning start gave us a chance to climb one of the highest hills on the east side of the river opposite the city without unnecessary fatigue, and as the mists lifted and the horizon broadened one saw that the city was centred in the midst of a striking amphitheatre of hills, a full three quarters of a circle, the only apparent opening being toward the south which was the way we had entered in the night.

The second marked feature in the landscape is the peculiar old bridge across the Han which

at this point is perhaps half a mile wide in total. This consists of twenty-two piers (originally twenty-four) which are large enough to bear on their tops on either side of the bridge's treadway fair-sized shops of different sorts—barbers, blacksmiths, carpenters, etc. These piers are joined by three huge slabs of pinkish granite, laid side by side, which by actual measurement are four feet thick, four feet wide and forty-five feet long, and in some cases longer. They were evidently put into position by being floated on boats at highest water of the year and then dropped into place as the river level sank. In some cases they have not sustained their own weight and now heavy timbers here and there do duty instead—and yet as a whole the bridge is quite well preserved for, doubtless, it is of considerable age.

There is a break in the bridge, however, near the western shore and this gap of some 150 feet is covered by eighteen chained boats and plankways. At the time of high flood tide these boats rise to the level of the bridge floor and the chains let go, whereon a reward of 200 cash is offered for each boat secured and returned. This takes place every year and interrupts the use of the bridge at the very time when it is most needed!

At the western end of the bridge approaches a huge metal (bronze?) water-buffalo, and legend has it that there was another at the other end, but when an extraordinary flood years ago carried away the two pieces now missing, the other buffalo jumped over and swam upstream never to return! At least the loafers at the bridge-end, and there were many of them, so declared.

But aside from its being situated in the midst of a striking amphitheatre of hills and owing such a curious bridge, the shop-crowned piers of which mildly suggest London's famous span, Chau-Chu-fu itself, as a Chinese city, is one of the most remarkable we have seen.

Dirty streets and dilapidated city walls are so usual, that when one encounters a well kept wall and a wide and clean, and yet busy, main street his attention and even his admiration are justly aroused. Every effect has its cause and we were naturally curious to learn the reason for this remarkable condition of things in a Chinese city. With regard to the wall, doubtless the necessity of adequately guarding the city against the annual floods has had a great deal to do with keeping the wall in such good repair, at least that portion along the river front; and as the various sections of the wall are maintained at the expense of the several districts of the city, and it is a matter of pride for each district to have its section of wall not inferior to any other, the consequence is a complete wall, well maintained throughout its whole extent.

So sudden and so voluminous floods of the river sometimes occur that it is necessary to make adequate provision for barring the city gates against the rising water, and we found the same sort of huge granite grooves in the walls just in front of the gates as we had previously noted in the dykes along the river-bank, and heavy timbers were ready to hand to slide into position, and piles of earth as well as sacks filled with it were nearly ready to form an effective dam, when put between the regular gate and this extra screen of timber arranged in front. The street outside the wall is sometimes flooded sufficiently to force the inhabitants to seek the second stories of their houses, and so to provide an easy way of egress. The wall bears openings opposite the various houses and plank can be laid from the windows to the wall, which at such times becomes one of the main thoroughfares of the city.

As already remarked Chau-Chu-fu can boast a clean and well-kept main street and one is also struck in passing along it to note the prosperous and progressive character of many of the shops. Some estimates of the population reach as high as 300,000 and while we cannot be sure of this, we should at least recall that throughout Kwangtung not more than six other places, outside Canton, are at all likely to be comparable in size and much less in importance. The chief industry of the place seems to be the manufacture of shoes of all the various native styles. The making of indigo and the dyeing of cloth are next in importance, while pewter-ware and pewter foil to be used as idol money, and the grinding of gems also receive some attention. A particularly effective kind of fan with a long curved upper part made of split bamboo and covered with decorated paper, finds its sole place of manufacture here, and a very few pennies buy a fan which in Canton brings some thirty or forty cents.

Perhaps the modern spirit which is spreading over China is best attested by the change in the character of the better class of book-shops as seen in Chau-Chu-fu—from which most of the ancient and useless stuff has disappeared and really informing books on many subjects, as prepared in Japan or by the Commercial Press in Shanghai, are exposed for sale, together with the various other requisites of the modern student in China. In some cases athletic goods and sets of national history and mineralogical specimens filled the shop-windows.

We had pointed out to us a silk-shop which did a foreign export business direct on its own account, and a little further along we were astonished to see over the portal of a thriving silversmith's the following Latin inscription: "1924 Spolia Iterum Extracta." This, we were told, was a shop owned by converts of the French mission and having been sacked as a piece of persecution by unsympathetic fellow-townsmen, had been reconstructed out of an indemnity received through the agency of the missionary's consul. In any case it was a well-kept and striking shop, and this Latin inscription but added to its unique character.

Throughout its length the main street was at quite frequent intervals spanned by notable and substantial granite arches bearing small figures in full relief on the upper cross beams. The rising reform in municipal government was evidenced by the police in khaki uniforms, and a slight detour brought us to a large temple, the outer courts and side-buildings of which were being used as police head-quarters—a significant indicator of passing super-

stition and rising law and order. Here on Sunday mornings a weekly drill of police is conducted. Out of the three clocks prominent in the premises no two showed the same hour, and we received a timely warning that even amid the present show of progress all is not yet as well-regulated and ordered as it will need to be before China can boast a really efficient government, though here and there one sees grounds for congratulation.

In the yard of this police station stood a garbage cart which each week (though this is not over-frequent) makes the round of the prominent thoroughfares drawn by a chain gang of convicts who are held to the task by a guard of police. Thus the clean condition of Chau-Chu-fu's main street is to be ascribed to an intelligent and capable Taitai, whose example might well be followed by numerous municipal officials elsewhere in China.

Another detour brought us to the literary examination hall where formerly contests for the first degree were held. This also was clean and in better repair than any examination hall we have seen elsewhere, and it is so arranged that it could well serve as a place for large public meetings and need not suffer the destructing fate which has come upon the second degree hall in Canton a day elsewhere.

Instead of the rows of separate stalls which characterize the second degree hall, there were long heavy granite desks and benches under one large roof. Each desk bore dividing lines showing that it was meant to accommodate four persons, and the total capacity was readily estimated at 2,300. As an examination hall of old type it will, of course, not be used further—for already in accordance with the new regime the schools in Chau-chu-fu have taken on a modern form and are well attended.

Chau-chu-fu harbours three missions—the French Catholic, the American Baptist, and the English Presbyterian. It was under the auspices of the hospitable surgeon in charge of the medical work of the last named mission that we learned as much of this interesting city as we did in the brief stay we made.

Although a day and a half's night were required for the upward trip from Swatow, the downward run was made from 9 p.m. to 7 a.m. putting us back in Swatow just in time to catch comfortably the outgoing steamer for Amoy—had she been going on time, which needless to say to those who have travelled the China coast side did not do.

CANTON NOTES.

[From Our Own Correspondent.]

Canton, 10th August.

PUBLIC IMPROVEMENTS.

Commencement of the work of construction of the Sa Ho Bund, the Choy Mun Tak Government Industrial Manufactory, and the Public Garden of Canton, was made on the 9th inst. The works are under the superintendence of some eighty-seven Wei-yuans, appointed by the Viceroy.

RETURN OF VICEROY SHUM.

The Canton Daily News of yesterday's date contains the following items:—

Viceroy Shum returned to Canton from Whampoa at noon yesterday as some important business has to be discussed with the consuls and others. It is reported that he will stay here until after the Emperor's birthday, when the official banquet (to foreign officials, Chinese officials and foreigners in Chinese employ) will be given.

TELEGRAPHIC COMMUNICATIONS.

The Viceroy, considering that trade was much hampered by the absence of telegraphic communication between Canton, Yangchiang, Kau Chow and Ch'ao Chou Fu, recently wrote the Inspector-General of Telegraphs on the subject. The latter replied that he would at once give orders for the construction of a line between Canton, Yang Chiang and Ch'ao Chou Fu, but that a line between Yang Chiang and Kau Chou was at present impracticable.

IMPORTANT LAND SALE.

SITE AT HUNG HOM OFFERED.

An important land sale at Kowloon is shortly to take place. The lot, measuring 23,250 square feet, is situated at Hung Hom and comprises portion of the foreshore and sea bed. It is subject to an annual Crown rent of \$212 and the upset price is \$29,062. The amount stipulated by Government to be spent on rateable improvements within two years of sale is \$15,000. One of the special conditions of sale is that the purchaser shall reclaim the whole area of the lot and an additional strip of land 50 feet in width along the north-eastern boundary of the lot for the purpose of forming a public road to such levels as may be approved by the Director of Public Works and shall protect the reclaimed area to the satisfaction of the Director Public Works.

FROM to-morrow the *s.s. Wing Chai*, Capt. T. Austin, leaves Hongkong for Macao, on Sundays, at 8.30 a.m. and returns from Macao at 6 p.m., tide permitting.

THE T. K. K. South American Line steamer *Kasago Maru* will be despatched for Callao, Iquique, Valparaiso, via Japan Ports (Kobe and Yokohama) on Friday, the 17th inst., at noon.

THE Macao Government has just acquired a seismograph for the neighbouring colony. The instrument was ordered from Japan and was delivered at Macao on Wednesday. It is to be fitted up at the Government observatory at Penha in charge of the Harbour Master in Macao.

SERGEANT O'Sullivan, of Hongkong Police Station, detected against a painter named Li Ping, before Mr. F. A. Hazeldan, at the Police Court, this morning, for being in possession of a piece of spiked iron, resembling a knuckle-duster, for unlawful purposes. The sergeant said that when defendant saw him last night he behaved very suspiciously, and so he was searched and the iron found. The accused admitted possession, and a fine of \$50, with the alternative of six weeks' gaol, was imposed.

TELEGRAM.

"HONGKONG TELEGRAPH" SERVICE.

THE HUNGHUZZES AGAIN.

ENCOUNTER WITH JAPANESE.

A STURBORN FIGHT.

[From Our Own Correspondent.]

Shanghai, 11th August, 12.15 p.m.

On the 8th inst. mounted bandits [Hunghuzzes] again attacked Pitsewo.

The Japanese police made a counter-attack on the riders, whereupon a stubborn fight ensued.

Ultimately the bandits were repulsed leaving five dead, besides a large quantity of rifles and ammunition which they had to abandon in making good their retreat.

ACCIDENT IN SAMCHUN HARBOUR.

PASSENGERS SEVERELY SCALDED.

Passengers who embarked on board the steam launch *Hung On*, to make the journey to Samchun yesterday morning, had a very unpleasant experience before the trip was over.

The steam launch left this port early in the morning, carrying some fifty or sixty passengers, including Police-sergeant and Mrs. Gerrard, who were returning to their station at Samchun, and arrived in Samchun harbour shortly after noon.

Immediately the *Hung On's* engines came to a standstill sampans flocked to the sides of the launch, to take passengers to the shore. Half the passengers had boarded sampans, when suddenly there was a panic among them, for the engine of the launch had turned off steam on to the sampans alongside.

Before the occupants of the sampans had time to escape several received a severe scalding, while the others, hearing the screams of those in agony, took to the sea. One coolie, who was nearest to the exhaust pipe, was very badly burnt on the chest, part of the skin being blown off by the steam, and his condition is very critical.

Sergeant Gerrard, who was with his wife in another sampan, received some, but burns on his legs. Without waiting for anything serious to follow, the policeman seized his wife by the arm and together they jumped into the river. Gerrard is a good swimmer, and succeeded in keeping his wife afloat, until they were later picked up by a junk.

Near the launch excitement ran high. Men, wild with terror, women and children, screaming with fright, all made attempts to get out of the way of the deadly steam, but in vain. The sampan people had jumped into the water on finding that escape was impossible, leaving the helpless passengers on the boats. These afterwards were forced to leap into the harbour, and soon the harbour of Samchun was one mass of "swimmers."

By this time those passengers who were fortunate enough to be still on board the launch and out of harm's way, had rushed to the head of the engine-room and acquainted the engineer with what had occurred, and steam was turned off, but the damage had already been done.

The exact number of passengers who were scalded is at present unknown, although it is certain that no deaths have so far resulted from the accident.

The coolie who was so severely scalded had to be brought back to Hongkong to go to hospital, and his condition, we are informed, is precarious.

The police here were informed of the occurrence, and when the *Hung On* arrived in port this morning, the engineer was taken in charge.

"The whole affair was an accident," said an officer, "but we are holding the engineer until evidence arrives from Samchun. Then we will decide whether he will be charged, or not."

SHIPPING AND MAILS.

MAILS DUE.

German (*Sachsen*) 14th inst.
French (*Euphrate*) 14th inst.
Canadian (*Empress of India*) 14th inst.
German (*Prinz Regent Luitpold*) 14th inst.
American (*China*) 15th inst.
Indian (*Lutzburg*) 14th inst.
American (*Mongolia*) 18th inst.
German (*Prinz Waldemar*) 27th inst.
Australian (*Changsha*) 1st prox.

The s.s. *Tydeus* from Pacific left Shanghai on 9th inst. and is due here on 12th inst.

The C. P. R. Co.'s s.s. *Empress of China* left Yokohama p.m., on 10th inst., for Victoria and Vancouver.

The N. Y. K. Bombay Line s.s. *Riojun Maru* left Shanghai for this port on 10th inst., and is expected here on 13th inst.

The I. C. S. N. Co.'s s.s. *Lattang* from Calcutta and the Straits left Singapore for this port on 10th inst., at 5 p.m.

The Java-China-Japan Line s.s. *Tjimar* left Macassar for this port on 9th inst., and may be expected here on 17th inst.

The P. M. S. Co.'s s.s. *China* will sail from Manila on 13th inst., at noon, and will be due to arrive at this port on 15th inst., at noon.

The Imperial German Mail s.s. *Prinz Regent Luitpold* left Shanghai via Foochow on 11th inst., at 3 a.m., and may be expected here on 14th inst., evening.

The C. P. R. Co.'s s.s. *Empress of India* arrived at Shanghai at 4 a.m., on 11th inst., and leaves again at 3 p.m., same day, for Hongkong, where she is due to arrive at 10 a.m., on 14th inst.

TELEGRAMS.

ANOTHER PIRATICAL ATTACK.

BRITISH LAUNCH HELD-UP.

CREW KILLED AND WOUNDED.

[From Our Own Correspondent.]

Wuchow, 11th August, 11.50 a.m.

The British steam-launch *Wing Fat* was pirated close to Wuchow last night.

An encounter took place between the pirates and the crew of the *Wing Fat*.

The casualties are: one man killed and three others wounded.

After holding up the launch the pirates ransacked it at pleasure, and succeeded in carrying off booty to the value of five hundred taels besides one chest of opium.

[From the text of the despatch it could not be gathered whether the casualties were among the marauders or the crew, presumably they were among the latter.—Ed., H.K.T.]

[Reuters.]

The Alaska Incident.

LONDON, 9th August.

When the Japanese refused to surrender, the special American agent Lempke ordered the patrol to fire.

Lord Milner.

The Duke of Somerset has conveyed to Lord Milner an address of appreciation of his services in South Africa signed by 370,000 adult males.

Lord Milner, in replying, said that the personal annoyance did not affect him half as much as the trials and dangers to which South Africa had again been exposed.

Later.

The Standard Oil Co.

The Standard Oil Co. has been indicted in Chicago of illegally receiving rebates from the railroads.

The London Stock Exchange.

A notable feature yesterday on the Stock Exchange was the large purchases of gilt-edged stocks for investments on French and Russian accounts.

DEVELOPMENT OF SHAMEEN.

So many new houses are in course of construction, or have been already finished that the old Shameen is gaining quite a new appearance, says the *Canton Daily News*. On the Bund in the English concession is the fine new building of Butterfield and Swire, somewhat farther on, the palace of the new German Consulate. On the Canton side is situated the new large Hong of Messrs. Reiss & Co., the new fine Masonic Hall, which was inaugurated last Sunday, down the river on the Bund the new building of Mr. Danby, in which at present Mr. and Mrs. Zundel reside, the next building on the corner belonging to the East Asiatic Trading Co., has been enlarged by another story, etc. In course of construction are the Hong of Messrs. Arnhold, Karberg & Co., which will be a large fine compound too, the three new houses for the International Bank and other firms, the new house opposite Messrs. Watson & Company; some other new constructions are under consideration. In the French concession the new Customs buildings, of which the foundations have just been laid, will provide quarters for a good number of Customs officials, whose removal there will leave other residences free.

There should now be space in Shameen for enterprising merchants to establish branches, here-up to the present room has been very scarce and we have often heard that given for the reason why new firms do not open here. Canton with its two million inhabitants and its immense possibilities of trade could surely support more than the present number of firms who live by it. If trade at present is somewhat dull, such periods are always followed by more lively ones.

HORSES FOR MACAO.

By the s.s. *Heungshan* this afternoon there were shipped to Macao to the order of Baron Cadore, on behalf of the Portuguese Government, six China ponies and two Australian horses. Mr. G. W. Gegg, of Kennedy's Horse Repository, had charge of the animals which we understand, are for use by the Macao mounted police.

A STREET coolie went to a restaurant at West Point last evening for dinner. When his inner man had been satisfied he called for the bill. The bill was produced, and it was seen the price was ten cents and five cash. The diner objected to pay the extra five cash, which the waiter said was for extra mustard and pepper used. Words were exchanged, and a quarrel started, and the waiter was alleged to have picked up a pot of boiling tea and poured it down the coolie's back, doing considerable injury to the coolie, who had to be taken to hospital. The police arrested the waiter.

COUNTERFEIT COINS.

HEAVY SENTENCE PASSED.

At the instance of Inspector Dymond, at the Police Court, this morning, a coolie named Luk Pui was charged with uttering seven counterfeit Mexican dollars, at Aberdeen, yesterday, and also with being in possession of seven counterfeit dollars.

The coolie said the coins were given him by a friend.

Evidence was heard to the effect that the accused went to three shops at Aberdeen yesterday and after chatting with the shopkeepers for a while asked to be given small coins for dollars. The shopkeepers fell to his trick, but when accused left the shops they discovered that they had been tendered lead dollars, and informed the police. Accused was arrested on the point of purchasing some cigarettes with a bad dollar.

His Worship sent defendant to gaol for six months, and to be exhibited in the stocks for six hours, the spurious coins to be destroyed.

Inspector Collett, of No. 7 Police Station, had a similar case. He placed a carpenter by name Chan Lam Sang before Mr. H. H. J. Compertz, for being in possession of twenty-nine counterfeit twenty-cent pieces, and also for trying to "palm off" ten of the coins, yesterday, at West Point.

The carpenter pleaded guilty to the charges, and his Worship fined him \$50, or six weeks' hard labour on the first charge, and to go to gaol for six weeks and to be put in the stocks for six hours, on the second charge.

NEW ENTERPRISE IN CHINA.

The following description of the Yuen Chong Flour Mill appears in the "Eastern Review":

The erection of a new flour mill in Shanghai for Mr. Yuen Chong has been completed and the building fitted throughout with the latest and most up-to-date machinery and plant. The mill is situated directly facing Soochow creek and occupies a prominent position at the corner of the North Soochow and Winchester Roads. The main building is five storeys in height and has a length of 63 feet, width 44 feet, and a total height of 63 feet, and a large erection at the south end of the mill containing the machinery and cleaning departments. Its length is 44 feet, width 28 feet, and height 72 feet, and at the top a huge water tank is situated for use in case of fire. In the basement are to be found the elevators, main line shafting and the elevators and spouts from the roller mills which are situated on the first floor. The second floor contains the purifiers and on the third floor are to be found the Reliance Sifters, also fan and dust collector for roll suction. On the fourth floor are located the centrifugal reels, scalper, dusters and flour dressers. The top storey contains the elevator heads, by means of which the wheat is carried direct from the warehouse on the surface and delivered at the receiving, separators on the fifth floor. First the wheat passes into the store bins, then through the milling separators, cockle machine and scouers until perfectly clean and ready for the mill. The grinding is then commenced, the break rolls coming first into use and then the roller mills. The total capacity of the mill is estimated at about 1,800 ton-bags a day of twenty-four hours. Messrs. Jarcine, Matheson & Co. have supplied the entire equipment. The machinery for the flour mill was purchased of Allis Chalmers Co., of Chicago, while the purifiers are of English manufacture, the completed installation being one of the most modern, perfect and complete plants that it is possible to obtain and undoubtedly the best in China.

The same publication is also responsible for the following items of intelligence:

A new arsenal is to be established at Tientsin by the Viceroy, and the representative of one of the largest German firms is there with a view to obtaining the contract for construction, which will amount to some three million taels.

An application made by Baron Shibusawa and eight other Japanese capitalists for a concession for the establishment of a company to utilize the waters of the rivers Tatong and Ham for the generation of electric power has been granted by the Korean Government. The term of the concession is twenty-five years, and the Government is to receive five per cent of the net profits.

THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory:—On the 11th at 11.45 a.m.—The barometer has fallen over Japan, and is little changed at the other stations.

The returns from N. China are lacking this morning, but pressure remains almost uniform in the other districts. It is slightly lower in W. Japan than elsewhere. It still exceeds the normal by about 0.1 inch over S. China, and is near its average point over W. Japan and the Philippines.

Gradients continue slight, and light variable winds are indicated along the Coast and over the China Sea.

FORECAST.

- 1.—Hongkong and Neighbourhood, variable winds light fair.
- 2.—Formosa Channel, same as No. 1.
- 3.—South coast of China between Hongkong and Lamook, same as No. 1.
- 4.—South coast of China between Hongkong and Hainan, same as No. 1.

CHAN Wing, a coolie, boarded the s.s. *San Cheong* early this morning, on her arrival at her wharf here from Canton, and made a tour round the ship removing property from every cabin he touched. From the steward's cabin he pocketed an electric flash lamp, and from other cabins he stole clothing. On attempting to leave the ship the man was taken in charge. Before Mr. H. H. J. Compertz, this morning, at the Police Court, he pleaded guilty, and was sentenced to three weeks' hard labour and six hours' stocks.

COMMERCIAL.

TO-DAY'S INTELLIGENCE.

Noon.

Buyers:—Unions \$800, Hongkong Fires \$320, China Fires \$91, H.K. C. and M. Steamboats \$271, Indo-Chinas \$70, China and Manila \$21, Raubs \$7, Cottons \$144, China Borneo \$10, China Providents \$9, Dairy Farms \$17, Tramways \$235, Ices \$236, China Lights \$10.

Sellers:—Canton Insurances \$335, Hongkong Docks \$153, Electric \$15, Ropes \$29, Hotels \$125, Cements \$23.

Sales:—China Sugars \$150, Raubs \$7, Powells \$13.

Nominal:—Hongkong Banks \$850, National Banks \$47, Douglasses \$47, Shell Transports \$7/6, Kowloon Wharfs \$106, Shanghai Docks \$15, 984, Hongkew Wharfs \$15, 235, Humfrey's \$114, Powells \$104.

WEEKLY SHARE REPORT.

Reviewing the share business for the week, Messrs. E. S. Kadoorie & Co. write on the 10th inst.—The market continues to show more signs of activity, and a fair business has been transacted during the week.

Banks.—Hongkong & Shanghai Banks have maintained their position throughout the week, and the quotation of \$850 is unchanged, but shares are difficult to be obtained. Nationals remain in the same at 147.

Marine Insurances.—Cantons are without business and continue on offer at \$335. North Chinas and Yangtzes are unchanged. Unions are in demand at \$800, but can probably be obtained at \$810.

Fire Insurances.—Hongkong Fires can be placed at \$320. China Fires have advanced, and close in demand at \$91.

Shipping.—Hongkong, Canton & Macao Steamboats are quoted 274 buyers, without bringing shares on the market. China and Manilas have buyers at \$21. Douglasses are quiet at \$47. Indo-Chinas are firmer owing to a demand from the North, and are quoted at \$70, but can probably be placed at a higher rate. A fair business has been done in Shell Transports at 27/6 and shares can be had at 27/6.

Star Ferries are offering at \$29 and \$20 for the old and new shares respectively. Shanghai Tugs are slightly weaker at \$15. 60 and the Preference at \$15. 51. Taku Tugs are stronger and are in demand at \$15. 45.

Refineries.—In the early part of the week China Sugars advanced to \$160 at which rate there were buyers, but on it being announced that no interim dividend would be paid, the market reacted and shares changed hands at \$154 closing quiet at this rate. Luzons can be placed at the improved rate of \$31.

Mining.—Raubs have further advanced and business has been done at various rates up to \$7 closing firm.

Docks, Wharves and Godowns.—Hongkong & Whampoa Docks are quiet at \$153. Shanghai Docks have improved and sales are reported from the North at \$15. 98. Hongkew Wharfs have changed hands at the improved rate of \$15. 235.

Lands, Hotels and Buildings.—Hongkong Lands have been sold at \$110, and close in demand. Kowloon Lands and West Points are offering at quotations. Hongkong Hotels continue neglected at \$125. Humphreys' Estates can be had at \$114. In the report of the Asor House Hotel Co., Ltd., Shanghai, the profit and loss account shows a credit balance of 199,978.19 available for distribution, out of which the directors propose to pay a dividend of 12%, absorbing \$16,560, to place to reserve fund \$15,000, and to carry forward \$3,418.19.

Cotton Mills.—Ewos have improved and are wanted at \$15. 79. Sales of Internationals are reported at \$15. 64. Laou Kung Mows have buyers at \$15. 73. There are buyers of Hongkong Cottons at \$144.

Miscellaneous.—Green Island Cements have been booked in small quantities at \$221. Dairy Farms have buyers at \$17. China Borneos have advanced to \$10. China Providents are in strong demand at \$9. China Light & Powers have been sold at \$10 and close firm. Langkats are unchanged.

YARN MARKET.

In their report dated 10th instant, Messrs. Phirosha B. Petit & Co. write:—Since the issue of our last report dated the 27th ultimo, we had a lull to face. The revival so joyfully welcome from all quarters was only a fleeting one. Shanghai especially has relapsed decidedly. Rates there are lower than in Hongkong, though clearances are better in the former than in the latter port, but taken for all in all Hongkong is beyond doubt in a better mood and can even afford to receive back parcels from Shanghai which the market there cannot consume, or the prices of which are far better here. At first Hongkong market was steady to firm and rates had a tendency to rise, but another Chinese yarn merchant's failure nullified all chances of it by throwing back on the market some 8,000 bales for re-sale. The quantity thrown back on the hands of the compradores of the foreign firms by the previous failures has not yet been quite cleared off. The present Hongkong rates may well be considered fairly satisfactory, and if in the next two or three months deliveries take place with some briskness, rates may go still higher, but even if clearances do not respond as desired, prices may be maintained and the market will be strengthened as present indications go.

Business in Hongkong is mainly directed to those selected threads that are in single hands or those that are in short supplies. Compradores have not relaxed their cautiousness advised in our last and they make themselves sure before approving dealings with certain parties.

In Shanghai and the Northern markets the hand of the Chinese speculating broker is perceptible to a degree. He holds stocks of former cheap purchases and Chinese dealers prefer to buy from such stocks rather than from foreign holders who are thus working at a disadvantage and hopes are only based on better times coming on next month.

Reverting to our last remarks on trade prospects in Manchuria and on Japanese influence on trade in general, it would be interesting to note another feature of Japanese activity. Up about a decade ago the commercial relations between India and Japan were very favourable to India. In a way Japan was dependent upon India. India supplied what Japan demanded and Japan consumed what India pro-

duced. First it was Indian piece-goods; next it was cotton yarn, and then it was cotton itself. But Japan embarked upon industrial enterprises and manufactured her own piece-goods, and wove her own cotton yarn, and raw cotton had remained the only commodity for which Japan continues to draw upon India, among other countries. But Korea came under Japanese Protectorate and the Japanese have been planning the cultivation of cotton in Korea on an extensive scale and in due course of time Korea will be the formidable rival of India in the control of the Japanese, and for the matter of that, Chinese, especially Manchurian markets, for cotton.

No. 201.—A fair business is reported at last month's prices.

No. 165.—Selected threads moved at quotations.

No. 127.—At present are not in much favour, only the best finding buyers.

No. 102.—Cheap prices induced some business.

No. 82 and 62.—Steady at quotations.

The Market closes Steady.

Sales during the past fortnight:—50 bales of No. 62; 50 bales of No. 82; 3,575 bales of No. 102; 800 bales of No. 127; 725 bales of No. 165, and 2,500 bales of No. 201; in all about 7,700 bales.

Arrivals:—Per Steamers *Lightning* and *Sunang* (from Calcutta) and *Copra*, *Ceylon Maru* (from Bombay) of about 1,000 bales for this port and about 2,000 bales for Shanghai.

Shipments:—To Shanghai and Northern Ports about 1,800 bales.

Uncleared Stock.—About 65,000 bales.

Cotton.—Sales are reported of about 450 bales at \$23 to \$25 per picul.

Local Yarn.—Sales, about 250 bales of No. 102, at \$95 per bale.

Japanese Yarn.—Sales, about 350 bales of No. 165, at \$124, and about 550 bales of No. 201, at \$127 to \$128 per bale.

Exchange:—We quote, to-day, as under:—

India T.T. at Rs. 158 per cent.

Demand " 158 1/2

London T.T. " 2 1/2 1/2d.=\$

Demand " 2 1/4d.

Shanghai " " 72 1/2=\$100.

Silver " " 30 3/16d. per oz.

To-day's Advertisements.

IN THE SUPREME COURT OF HONGKONG.

PROBATE JURISDICTION.

IN THE GOODS OF KENNETH ELIOT HOPE POLLOCK, LATE OF VICTORIA, IN THE COLONY OF HONGKONG, MERCHANT, *Deceased*.

NOTICE is hereby given that His Honour the Chief Justice, has, in virtue of Section 58 of Ordinance No. 2 of 1897, made an order limiting to the 15th day of September, 1906, as the time for CREDITORS to send in their CLAIMS against the Estate of KENNETH ELIOT HOPE POLLOCK, late of Victoria, in the Colony of Hongkong, Merchant, who died on the 20th day of July, 1905, at Victoria, the said day of July, 1905, at Victoria, of whose personal Estate and Effects were granted by the Supreme Court of Hongkong in its Probate Jurisdiction on 11th day of May, 1906, to GEORGE LEOPOLD DUNCAN, of No. 3, Duddell Street, Victoria aforesaid, Merchant, the Administrator.

NOTICE IS ALSO GIVEN that all such Claims are to be sent in writing to the Undersigned prior to the said 15th day of September, 1906, or no notice will be taken of them.

All persons indebted to the above Estate are requested to make immediate payment to the Undersigned.

Dated the 11th day of August, 1906.

JOHNSON, STOKES & MASTER, Solicitors for the said Administrator, 8, Des Voeux Road Central, Hongkong.

HONGKONG VOLUNTEER CORPS.

A GRAND PROMENADE CONCERT will be held on behalf of the Missions to Seamen on the

VOLUNTEER PARADE GROUND, on SATURDAY, August 18th, at 9.15 P.M.

Tickets: (\$2 and \$1) may be obtained from Volunteer Headquarters and from Messrs. Kelly & Walsh.

Hongkong, 11th August, 1906 [832]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship "GREGORY APCAR,"

Captain S. H. Nelson, will be despatched for the above Ports, on FRIDAY, the 17th instant, at 3 P.M.

For Freight or Passage, apply to DAVID SASSOON & Co., LIMITED, Agents.

Hongkong, 11th August, 1906 [834]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer "BANCA,"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—From Marseilles, ex S.S. *Himalaya*.

From Calcutta.

From Persian Gulf, ex B.I.S.N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 17th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 11th August, 1906 [84]

Intimations.

THE ROBINSON PIANO CO., LD.

MANUFACTURERS

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.
JOINT SERVICES.FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

EUROPEAN SERVICE.

FROM	STEAMERS	TO SAIL
GLASGOW and LIVERPOOL	"ANTENOR"	16th August.
GLASGOW and LIVERPOOL	"CYCLOPS"	23rd "
GLASGOW and LIVERPOOL	"BELLEROPHON"	30th "
GLASGOW and LIVERPOOL	"KINTUCK"	6th September.
GLASGOW and LIVERPOOL	"TEENKAI"	13th "
GLASGOW and LIVERPOOL	"MACHAON"	20th "
GLASGOW and LIVERPOOL	"MOYUNE"	27th "
GLASGOW and LIVERPOOL	"AGAMEMNON"	3rd September.
GLASGOW and LIVERPOOL	"CALCHAS"	10th "
GLASGOW and LIVERPOOL	"MENELAUS"	17th "
GLASGOW and LIVERPOOL	"NINGCHOW"	24th "

HOMeward.

FROM	STEAMERS	TO SAIL
GENOA, MARSEILLES & HULL	"ASTYANAX"	12th August.
LONDON, AMSTERDAM & ANTWERP	"ORESTES"	19th "
LONDON, AMSTERDAM & ANTWERP	"TYDEUS"	26th "
LONDON, AMSTERDAM & ANTWERP	"ACHILLEUS"	3rd September.
LONDON, AMSTERDAM & ANTWERP	"ALCINOUS"	10th "
LONDON, AMSTERDAM & ANTWERP	"DIOMEDES"	17th "
LONDON, AMSTERDAM & ANTWERP	"PELEUS"	24th "
LONDON, AMSTERDAM & ANTWERP	"ANTENOR"	31st "
LONDON, AMSTERDAM & ANTWERP	"CYCLOPS"	7th September.

TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH

THE NORTHERN PACIFIC RAILWAY CO.

AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL
OVERLAND COMMON PORTS IN THE UNITED STATES
OF AMERICA AND CANADA.

EASTWARD.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, and NAGASAKI, KOBE and YOKOHAMA	"BELLEROPHON"	1st September.
	"NINGCHOW"	29th September.

WESTWARD.

FROM	STEAMERS	TO SAIL
TACOMA, SEATTLE, VICTORIA and PACIFIC COAST	"TYDEUS"	12th August.
S.S. "Tydeus," from Pacific Coast, left Shanghai on the 6th instant, and is due here on the 12th.	"STENTOR"	8th September.

For Freight, apply to

BUTTERFIELD & SWIRE,

AGENTS.

Hongkong, 11th August, 1906.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
WEI-HAI-WEI and TIENTSIN	"HUICHOW"	13th August.
SHANGHAI	"SHAOSHING"	13th "
MANILA	"TEAN"	14th "
NINGPO, SHANGHAI & VLADIVOSTOCK	"PAOTING"	17th "

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

The Attention of Passengers is directed to the Superior Accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly
qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

AGENTS.

Hongkong, 11th August, 1906.



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila.—Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon and Stewardess carried.
—All the most up-to-date arrangements for comfort of
Passengers.CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	R. Almond	MANILA (DIRECT)	SATURDAY, 18th August, at Noon.
ZAFIRO	2540	R. Rodger	"	SATURDAY, 25th August, at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,

GENERAL MANAGERS.

Hongkong, 11th August, 1906.



HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.

(With Liberty to Call at the Malabar Coast).

Steamship	About
"JOHN HARDIE"	20th August.
"SOUTH AMERICA"	10th October.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,

General Agents.

Hongkong, 9th August, 1906.

Dentistry.

Dr. M. H. CHAUN,
THE LATEST METHOD
of the
AMERICAN SYSTEM OF DENTISTRY,
37, DES VROUX ROAD CENTRAL
From the University of Pennsylvania, U.S.A.
Hongkong, 22nd July, 1906.TSIN TING.
LATEST METHODS OF DENTISTRY.
STUDIO AT NO. 14, DAQUILAR STREET.
REASONABLE FEES.
Consultation Free.
Hongkong, 10th July, 1906.

Shipping—Steamers.

HAMBURG-AMERIKA
EAST ASIATIC SERVICE.

HOME-LINE.

STEAMERS.	DESTINATIONS.	TO SAIL
* SLAVONIA	SHANGHAI, YOKOHAMA AND KOBE	14th August.
SENEGAMBIA	SHANGHAI, YOKOHAMA AND KOBE	28th August.
SUEVIA	SHANGHAI, YOKOHAMA AND KOBE	5th September.
SEGOVIA	SHANGHAI, YOKOHAMA AND KOBE	13th September.

HOMeward.

Taking Cargo at through Rates to ANTIWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN,
LONDON, OPORTO, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE
MEDITERRANEAN, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.

STEAMERS.	DESTINATIONS.	TO SAIL
SPEZIA	HAVRE and HAMBURG, Via SINGAPORE, PENANG and COLOMBO	21st August.
* SILESIA	NAPLES, HAVRE and HAMBURG, Via SINGAPORE, PENANG and COLOMBO	4th September.
HELVETIA	HAVRE and HAMBURG, Via SINGAPORE, PENANG and COLOMBO	6th September.
* SCANDIA	NAPLES, HAVRE, ANTWERP & HAMBURG, Via SINGAPORE, PENANG and COLOMBO	18th September.
SENEGAMBIA	HAVRE and HAMBURG, Via SINGAPORE, PENANG and COLOMBO	2nd October.

* This steamer, specially built for the tropics, has splendid accommodation for first class
passengers. Very large, well ventilated cabins, each provided with two beds (no bunks), sofa,
table, two wardrobes, two washstands, electric fans, etc., large elegantly furnished saloons,
smoking room, etc.
The steamer is lighted throughout by electricity and carries Doctor, Stewardess and
Washermen.The "RIERNANIA" is to run regularly from Yokohama, Kobe, Shanghai, Hongkong,
Singapore, Penang and Colombo to Suva, Port Said, Naples, Havre and Hamburg, to be
followed by s.s. "HANSBURG," s.s. "HOHENSTAUFEN," s.s. "SCANDIA," and s.s. "SILESIA."

COAST SERVICE.

STEAMERS.	DESTINATIONS.	TO SAIL
ITHAKA	SHANGHAI, NAGASAKI AND VLADIVOSTOCK	WEDNESDAY, 15th inst., Freight and Passengers.
DAPHNE	NAGASAKI AND VLADIVOSTOCK	Beginning of September, Freight and Passengers.
LYDIA	SHANGHAI AND CHINKIANG	Freight and Passengers.
KOWLOON	SHANGHAI AND CHINKIANG	Freight and Passengers.

* Taking Cargo at through rates to Tsingtao and Chemulpo.

For Freight and Passage, apply to

HAMBURG-AMERIKA LINE.

HONGKONG OFFICE.

For steamers of the Coast Service marked † to

Hongkong, 11th August, 1906.

SIEMSEN & CO.

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INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
SHANGHAI VIA SWATOW	CHOYSANG	SUNDAY, 12th August, Daylight.
SINGAPORE, PENANG & CALCUTTA	SUISANG	TUESDAY, 14th August, 3 P.M.
MANILA	YUENSANG	FRIDAY, 17th August, 4 P.M.

Taking Cargo on through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports.

* These Steamers have superior accommodation for first-class Passengers, and are fitted
throughout with Electric Light.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,

General Managers.

Hongkong, 10th August, 1906.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail at Daylight on
"ARABIA"	4,483	Meitzenthin	August 14th.
"ARAGONIA"	5,198	Ernst	September 5th.
"NICOMEDIA"	4,370	G. Meisner	September 16th.
"NUMANTIA"	4,370	Feldmann	October 9th.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and
United States Ports. For through rates of Freight, and further information, communicate
with or apply to

S. SILVERSTONE, Agent.

EASTERN AND AUSTRALIAN STEAM-

SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE,

(Calling at Manila, Port Darwin and

Queensland Ports, and taking through Cargo to

Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EASTERN,"

Captain Powell, will be despatched as above,

on SATURDAY, the 1st September, at Noon.

This well-known Steamer is specially fitted

for Passengers, and has a Refrigerating Cham-

ber which ensures the supply of Fresh Pro-

visions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with

the Electric Light.

A Stewardess and a duly qualified Surgeon

are carried.

N.B.—To assure the additional comfort of

passengers the steamers of the Company have

electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,

Agents.

Hongkong, 2nd August, 1906.

THE AMERICAN & ORIENTAL LINE.

FOR BOSTON AND NEW YORK.

(With liberty to call at the Malabar Coast).

THE Steamship

"FOXLEY,"

Captain Butcher, will be despatched for the

above Ports, on or about the 4th September.

For Freight, apply to

ARNHOLD, KARBURG & Co.,

Agents.

Hongkong, 8th August, 1906.

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

Regular Steamship Service between Hongkong

and South American Ports.

PROPOSED sailings from HONGKONG

to CALLAO, IQUIQUE, VALPARAISO,

via JAPAN PORTS (KOBE and YOKO-

HAMA).

"KASADO MARU," 5,000 tons,

sails on FRIDAY, the 17th instant, at Noon,

instead of as previously advertised.

"GLENFARG," 4,000 tons,

sails on or about August 25th, at Noon.

(Date of sailing subject to alteration).

Taking freight also to other Western Coast

Ports of South America transhipping to the

Connecting Line.

The above steamers have splendid accom-

modation and are fitted throughout with Elec-

tric Light. A duly qualified Surgeon is carried

on each boat.

For further information as to Freight and

Passage, apply to

K. MATSUDA,

Manager,

York Building.

Hongkong, 11th August, 1906.

ORIENTAL PACIFIC LINE.

FOR KOBE, YOKOHAMA AND SAN

FRANCISCO.

THE Steamship

"TONAWANDA"

will be despatched for the above Ports, on or

about the 20th instant.

For Freight and further particulars, apply to

SHEWAN, TOMES & Co.,

Agents.

Hongkong, 7th August, 1906.

Shipping—Steamers.

NIPPON YUSEN KAISHA.

HONGKONG-SWATOW-HANGKOK LINE.

FOR SWATOW AND BANGKOK.

THE Chartered Steamship

"KANJU MARU,"

Captain K. Hashimoto, will be despatched as

above, on TUESDAY, the 14th instant, at 3 P.M.

For Freight and Passage, apply to

NIPPON YUSEN KAISHA,

Prince's Building.

Hongkong, 10th August, 1906.

"GLEN" LINE OF STEAMERS.

FOR LONDON AND HAMBURG.

THE Steamship

"GLEN TURRET,"

Captain R. Webster, will be despatched as

above, on or about the 14th instant.

For Freight, etc., apply to

MCGREGOR BROS. & GOW,

Hongkong, 1st August, 1906.

Consignees.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND

SINGAPORE.

THE Steamship

"GREGORY APCAR,"

having arrived from the above Ports, Con-

signees of Cargo are hereby informed that

their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed

at once, at Consignees' risk and expense.

Cargo remaining on board after 4 P.M. of the

13th instant, will be landed at Consignees' risk

and expense into the hazardous and/or extra

hazardous Godowns of the Hongkong and Kowloon

Wharf and Godown Co., Limited.

Consignees of Cargo from SINGAPORE and

PENANG are requested to take IMMEDIATE

DELIVERY of their Goods from alongside,

such Cargo impeding the discharge of the vessel

will be landed and stored at Consignees' risk and

expense.

Bills of Lading will be countersigned by the

Undersigned.

DAVID SASSOON & Co., LIMITED,

Agents.

Hongkong, 10th August, 1906.

"BEN" LINE OF STEAMERS.

S.S. "BENLEDI,"

FROM ANTWERP, LONDON AND

STRAITS.

NOTICE TO CONSIGNEES.

S.S. "BENLEDI,"

FROM ANTWERP, LONDON AND

STRAITS.

CONSIGNEES of Cargo are hereby

informed that all Goods are being landed at

their risk into the hazardous and/or extra

hazardous Godowns of the Hongkong and Kowloon

Wharf and Godown Co., Ltd., whence

and/or from the wharves delivery may be

obtained.

No Claims will be admitted after the Goods

have left the Godowns, and all Goods undelivered

after the 15th instant will be subject

to rent.

All Claims against the Steamer must be pre-

sented to the Undersigned on or before the 22nd

instant, or they will not be recognized.

All broken, chafed, and damaged Goods are

to be left in the Godowns, where they will be

examined on the 14th instant, at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

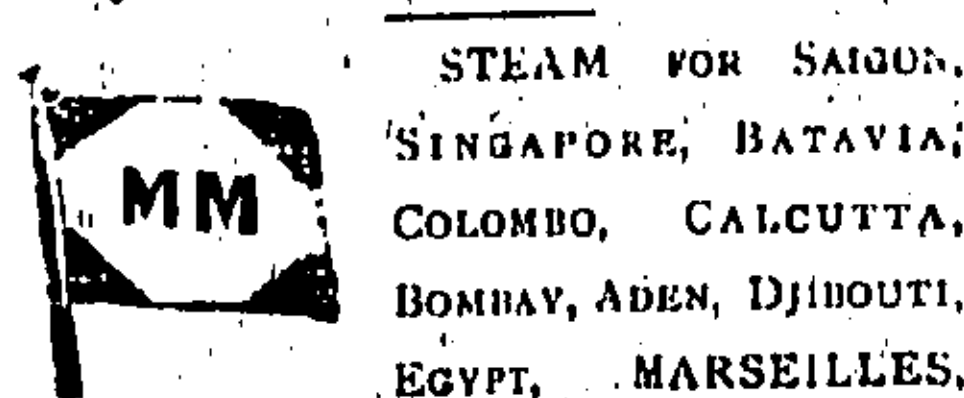
GIBB, LIVINGSTON & Co.,

Agents.

Hongkong, 8th August, 1906.

"MOGUL" LINE OF STEAMERS.

Mails.

MESSAGERIES
MARITIMES
FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
COLOMBO, CALCUTTA,
BOMBAY, ADEN, DJIBOUTI,
EGYPT, MARSEILLES.

LONDON, HAVRE, BORDEAUX, MEDITERRANEE AND BLACK SEA PORTS.

The S.S. "ERNEST SIMONS,"
Captain Bourdon, will be despatched for MARSEILLES on TUESDAY, the 21st August, at 1 P.M.

This steamer connects at Colombo with the Australian line s.s. *Ville de la Citadelle* bound for Marseilles via Bombay and Aden.

Passage tickets and through bills of lading issued for above ports.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:—

S.S. CALEDONNIEN 4th September.

S.S. POLYNESIEN 18th September.

S.S. SALAZIE 2nd October.

G. DE CHAMPEAUX,
Agent.

Hongkong, 8th August, 1906.

NORTHERN PACIFIC LINE.
BOSTON STEAMSHIP COMPANY.
BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C. AND TACOMA,
VIA
MOJI, KOBE AND YOKOHAMA.

Steamer. Tons. Captain. Sailing.

Tremont 9,606 T. W. Garlick. 22nd Aug.
Pleades 3,753 F. G. Purinton 15th Sept.
Lyra 4,417 G. V. Williams 29th Sept.
Shawmut 9,606 E. V. Roberts 24th Oct.

* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION,
ATTENDANCE AND CUISINE, ELECTRIC
LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. *Shawmut* and *Tremont*
are fitted with very superior accommodation
for first and second class passengers. The
large size of these vessels ensures steadiness
at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo
carried in cold storage.

For further information, apply to

DODWELL & CO., LIMITED,
General Agents.

Queen's Buildings,
Hongkong, 3rd August, 1906.

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SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT. RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	\$1,000,000 \$9,500,000 \$10,500,000	\$1,699,777	{ £1 15/- div. and £1 bonus @ ex. 2/10/16 } = \$26.87 for 2nd half-year 1905	1 1/2 %	{ \$850 London 292 147 sales
National Bank of China, Limited	99,925	£7	£6	\$1,000,000 \$147,895	\$74,099	\$2 (London 3/6) for 1903 .....	...	\$47 sales
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,000,000 \$147,895	\$211,540	\$20 for 1904	6 %	\$335
North China Insurance Co., Limited	10,000	£15	£5	£100,000 Tls. 100,000 Tls. 50,000	Tls. 302,053	Interim div. of 7/6 @ ex. 2/10 15/16 Tls. 2.62 on account 1905	6 %	Tls. 85 sellers
Union Insurance Co. of Canton, Limited	10,000	\$250	\$100	\$1,000,000 \$140,000 \$311,131	\$272,271	Interim div. of 13/- for 1905	4 1/2 %	1800 buyers
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$1,000,000 \$120,000 \$153,844 \$50,279 \$80,000 \$61,788 \$15,527	\$508,334	\$12 and 1/2 special dividend for 1904	8 1/2 %	\$175 sellers
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$1,000,000 \$229,428 \$2,616	\$344,058	\$6 for 1904	6 1/2 %	\$91 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,220,928	\$422,618	\$25 for 1904	7 1/2 %	\$320 buyers
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	\$6,000 \$264,638	\$6,563	\$1 1/2 for 1905	7 1/2 %	\$21 buyers
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$88,941 \$250,000 \$600,000	Nil.	\$3 1/2 for year ended 30.6.1905	7 1/2 %	\$47
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$1,000,000 \$154,331 \$120,000 £280,918	121,080	\$1 for 2nd half-year making \$2 for 1905 ..	7 1/2 %	\$2 1/2 buyers
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	\$1,000,000 £3,999	£2,412	10/- @ ex. 2/10 9/16 = \$1.62	6 1/2 %	\$70 buyers
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	Tls. 10,000 \$240,000	Tls. 23,156	{ Final Tls. 3 making Tls. 5 for 1905 Final Tls. 14 making Tls. 31 for 1905	8 1/2 %	Tls. 60 sales
Do. (Preference)	100,000	Tls. 50	Tls. 50	Tls. 10,000 \$240,000	Tls. 23,156	{ Final Tls. 14 making Tls. 31 for 1905 1/- (Coupon No. 6) for 1905	6 1/2 %	Tls. 51 sales
"Shell" Transport and Trading Company, Limited	10,000	\$10	\$10	\$4,144 \$65,000	£107,815	{ \$1.50 \$0.75 } for year ending 30.4.1906	4 %	\$20
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$32,957 Tls. 98,000 Tls. 305,479	\$218	{ \$0.75 } for year ending 30.4.1906	1 1/2 %	\$20
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	Tls. 28,000 Tls. 81,200	Tls. 13,913	Interim div. of Tls. 2 account 1906	9 %	Tls. 45 buyers
TELEPHONES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$850,000 \$450,000 \$86,129	\$40,914	Final of \$15 making \$25 for 1905	6 1/2 %	\$150 sales
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	none	\$132,588	\$3 for 1897 .....	...	\$21 buyers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 3,723	Tls. 2 1/2 for year ending 30.9.04 .....	...	Tls. 100 sellers
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	{ £80,000 £26,011 } none	£13,355	{ 1/- (No. 6) interim div. for 12 months } ending 28.2.06	7 %	Tls. 10 sellers
Central Consolidated Mining Company, Limited	500,000	G. \$10	G. \$10	none	G. \$90,950	Final of 50 cents making G. \$1 for 1905 ..	7 %	G. \$14 nominal
South Australian Gold Mining Company, Limited	50,000	£1	£1	£4,873	Dr. £8,745	No. 12 of 1/- = 48 cents .....	...	57
DOCKS, WHARVES & GODOWNS.								
Penwick (Gen.) & Co., Limited	18,000	\$25	\$25	\$70,000	\$8,915	\$2 for 1905	9 %	\$22
Hongkong & Kowloon Wharf and Godown Co., Ltd.	40,000	\$50	\$50	{ \$550,000 \$65,160 \$20,000 } \$40,500	\$20,040	Final of \$3 1/2 making \$6 for 1905	5 1/2 %	\$16
Hongkong Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$40,500	\$362,231	\$6 for second half-year making \$12 for 1905 ..	7 1/2 %	\$153 sellers
New Amoy Dock Company, Limited	10,000	\$50	\$50	\$388,000	\$2,221	\$1 for 1905	5 1/2 %	\$18
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 1,000,000 Tls. 487,410	Tls. 3,997	Final of Tls. 4 making Tls. 8 for 1905	8 1/2 %	Tls. 98
Shanghai and Hongkong Wharf Company, Limited ..	32,000	Tls. 100	Tls. 100	Tls. 57,665	Tls. 57,665	Final of Tls. 8 making Tls. 14 for 1905 ..	6 %	Tls. 235 sales
Yangtze Wharf and Godown Company, Limited	7,500	Tls. 100	Tls. 100	Tls. 30,000	Tls. 5,668	Tls. 18 for 1905	8 %	Tls. 225 buyers
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	none	none	First year .....	...	Tls. 102 sales
Astor House Hotel Company, Limited (Shanghai) ..	7,000	\$25	\$25	\$14,516	\$9,028	\$2 1/2 for year ended 30.6.1905	7 1/2 %	\$31 sales
Central Stores, Limited	5,000	\$15	\$15	none	\$4,719	{ \$2.40 on \$12 for 1905 7 % on \$7 1/2 for 1905	13 1/2 %	\$18 sales
Do. (new issue)	24,000	\$15	\$15	none	\$4,719	{ \$2.40 on \$12 for 1905 7 % on \$7 1/2 for 1905 .....	...	\$157 sales
Do. (Founders)	123	\$15	\$15	none	\$4,719	{ \$2.40 on \$12 for 1905 7 % on \$7 1/2 for 1905 .....	...	\$300 buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$649,075 \$24,071	\$619	\$5 for second half-year making \$10 for 1905 ..	8 %	\$125 sellers
Hongkong Land Investment and Agency Co., Ltd.	10,000	\$100	\$100	\$250,000 \$16,830	\$67,830	Interim div. of \$3 1/2 account 1906	6 1/2 %	\$110 buyers
Hotel des Colonies Company, Limited	9,000	Tls. 25	Tls. 25	Tls. 29,773	Tls. 1,935	Final of 6 1/2 % = 10 % for 1905	5 1/2 %	Tls. 16 sellers
Hotel Metropole Company, Limited	7,000	\$100	\$100	none	\$4,699	Final of \$6 making \$10	10 %	\$100
Humphreys Estate & Finance Company, Limited	10,000	\$10	\$10	\$268,366 \$50,000	\$5,070	80 cents for 1905	7 %	\$114
Kowloon Land and Building Company, Limited	7,000	\$50	\$50	none	\$54	\$2 1/2 for 1905	4 1/2 %	\$8
Shanghai Land Investment Company, Limited	12,000	Tls. 50	Tls. 50	{ Tls. 869,491 Tls. 170,000 } none	Tls. 52,104	Tls. 3 for half-year 1906	5 1/2 %	Tls. 110 ex d. s.
West Point Building Company, Limited	12,500	\$50	\$50	none	\$772	Interim div. of \$2 account 1906	8 %	\$50 sellers
COTTON MILLS.								
Few Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	Tls. 45,939	Tls. 100,000	Tls. 8 for year ended 31.10.1905	10 %	Tls. 79 buyers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	15,000	\$10	\$10	\$30,264	\$23,264	\$1 for the year ending 31.7.05	7 %	\$141 buyers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 100,000	Tls. 18,718	3 % a/c 1898 .....	...	Tls. 64 sales
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 30,760	Tls. 8 for 1905	10 1/2 %	Tls. 76 buyers
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 18,456	Tls. 35,986	Tls. 25 for 1905	8 1/2 %	Tls. 300 buyers
MISCELLANEOUS.								
Anglo-German Brewery Company, Limited	4,000	\$100	\$100	none	\$1,066	\$7 for 1905	7 1/2 %	\$90 buyers
Bell's Asbestos Eastern Agency, Limited	8,604	£10	£10	£814	\$856	1/3 per share for 1905	2 1/2 %	\$7
Gambrell, Moore & Co., Limited	1,200	\$10	\$10	10,000	\$1,097	\$3 for 1905	9 1/2 %	\$32
China-Borneo Company, Limited	60,000	\$12	\$12	none	Nil.	\$1 for 1904 .....	...	\$10
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 50,000	Tls. 189	Final of Tls. 5 making Tls. 10 for 1905	16 1/2 %	Tls. 60 sales
China Light and Power Company, Limited	50,000	\$10	\$10	none	\$1,219	60 cents for year ended 28.2.06	6 %	\$110 buyers
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	\$18,000	\$1,681	80 cents for 1905	9 %	\$9.10 buyers
Dairy Farm Company, Limited	25,000	\$7 1/2	\$6	\$25,000	\$2,864	\$1.20 for year ending 31.7.1905	7 %	\$17 buyers
Green Island Cement Company, Limited	200,000	\$10	\$10	\$410,000 \$160,000	\$52,291	Int. div. of 75 cents for 1-year ended 30.6.06 ..	7 1/2 %	\$2 1/2 buyers
Hall & Holtz, Limited	21,000	\$20	\$20	\$186,000	\$20,893	\$2 1/2 for year ending 28.2.06	10 %	\$25 sellers
Hongkong Electric Company, Limited	60,000	\$10	\$10	none	\$2,568	{ 100 cents } for 10 months ending 28.2.06	8 %	\$15 sellers
Hongkong High-Level Tramways Company, Ltd.	1,250	\$100	\$100	\$60,000	\$2,796	\$1.5 for year ending 30.11.1901	6 1/2 %	\$235
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$100,000	\$3,776	\$9 for 1905 on 5 shares	6 1/2 %	\$236 b. ex div.
Hongkong Rope Manufacturing Company, Ltd.	50,000	\$10	\$10	\$61,000	\$5,813	\$9 for 1905 on 5 shares	6 1/2 %	\$29
Hongkong Steam Waterboat Company, Limited	15,000	\$10	\$10	\$24,500	\$2,500	Final of 50 cents making \$1 for the year	11 1/2 %	\$181
Maatschappij tot Mijn. Bosch en Landbouwen- plaatje in Langkat, Limited	25,000	Gs. 100	Gs. 100	{ Tls. 547,500 Tls. 27,003 } none	Tls. 10,274	{ second interim div. of Tls. 7 1/2 making } Tls. 15 so far a/c yr. ended 31.10.06 ..	10 %	Tls. 222 1/2 buyers
Philippine Company, Limited	67,500	\$10	\$10	none	Dr. P. 34,324	None .....	...	\$5 buyers
Shanghai Gas Company, Limited	16,000	\$10	\$10	Tls. 165,000	Tls. 11,017	{ Interim dividend of Tls. 3 1/2 account } 1906	6 1/2 %	Tls. 126 1/2 ex div.
Shanghai Horse Bazaar Co., Ltd.	5,400	Tls. 50	Tls. 50	Tls. 45,000	Tls. 9,751	Tls. 6 for 1904	12 %	Tls. 50 sellers
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	{ Tls. 37,000 Tls. 8,000 } Tls. 24,820	Tls. 2,753	Final of Tls. 8 making Tls. 14 for 1905 ..	9 1/2 %	Tls. 1 1/2 sellers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 25,000	Tls. 1,452	Final of Tls. 3 making Tls. 5 for 1905	7 %	Tls. 72 sales
Shanghai Waterworks Company, Limited	7,200	£20	£20	Tls. 190,000	Tls. 85,592	{ Interim div. of 15/- for 1-year 1906 Interim div. of 5/- for 1-year 1906 .....	...	Tls. 160 Tls. 278
South China Morning Post, Limited	6,000	\$25	\$25	none	Dr. \$11,934	None .....	...	\$20
Steam Laundry Company, Limited	20,000	\$5	\$5	{ Tls. 15,295 Tls. 4,000 } none	Tls. 1,012	Interim of Tls. 4 for year 1905/6	7 1/2 %	Tls. 110
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	Tls. 15,295	Tls. 1,012	{ 70 cents } for year ended 31.5.1906	7 1/2 %	\$9
United Asbestos Oriental Agency, Limited	9,000	\$10	\$4	\$25,000	\$752	{ \$8.90 } for year ended 31.5.1906	5 1/2 %	\$180
Do. (Founders)	100	\$10	\$10	none	...	...	...	\$13
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10	{ \$300,000 \$25,000 } \$4,500	\$7,734	Final of 50 cents making \$1 for 1905	7 1/2 %	\$10 buyers
William Powell, Limited	15,000	\$10	\$10	\$4,500	\$576	Interim div. of 50 cts. for the year 1905/6 ..	10 %	\$10 buyers
DIVIDENDS PAYABLE								
Hk., Canton & Macao Steamboat Co., Ltd.	\$1							14th August
Hongkong and Shanghai Banking Corpn.	£1.15							18th August
Hongkong and Whampoa Dock Co., Ltd.	36							20th August
Astor House Hotel Co., Ltd. (Shanghai) ..	53							18th August